

APPENDIX II

Existing Interpretive Sites: Conditions and Recommendations

EVALUATION CRITERIA

For the inventory and assessment of existing interpretation, MTRI provided a list of existing state and federal Lewis and Clark interpretive installations. These sites consist primarily of roadside interpretive signage, but include visitor center, public building murals and some locally owned interpretive facilities. Most of these sites were visited during the assessment phase. The existing interpretation was documented and recorded on standardized forms with photographs. These evaluations, which include recommendations for each site, are contained in the Appendix.

Interpretive sites were evaluated using the following criteria:

CONDITION:

Weathering -

Does the signage show evidence of age?

Is the paint faded, peeling?

Do parts of the sign look worn?

Vandalism -

Does the site appear to have been vandalized?

Maintenance -

Is the setting clean?

Is the site free of trash and weeds?

SETTING:

Is the interpretation set apart as a focus at the site?

Is there competing signage?

Is there integrity of natural materials at the sites?

Landscaping on site?

If an urban setting, is there anything to visually evoke earlier time?

EFFECTIVENESS:

Is the overall appearance attractive and compelling?

How much information is communicated?

How well does the information help you understand the journey of the Corps of Discovery?

Every road corridor, which paralleled or neared the Lewis and Clark travel route was driven to assess the tourism experience and explore potential tourist opportunities.

Organized by Montana's tourism regions, a summary of the existing interpretive sites follows this section. Examining existing interpretations by tourist regions makes it easier to

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

look beyond ownership issues, and identify opportunities and concerns in a larger regional context.

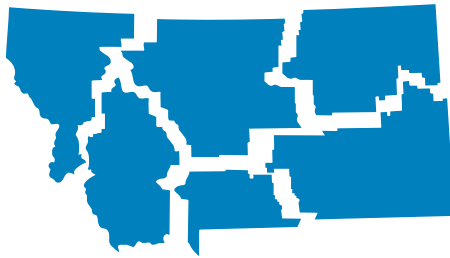
While these boundaries do not always fit well with the Lewis and Clark story line, they are useful for community and agency project planning because they follow county lines.




This section contains a brief description of each tourism region and goes on to describe how the existing interpretation deals with Lewis and Clark. These original discussions are accompanied by maps that show the major tourism routes and where Lewis and Clark interpretive sites are located along these routes. Using these maps it is easy to see the areas where coverage currently exists and where additional interpretation might be effective to create a more even distribution for the future.

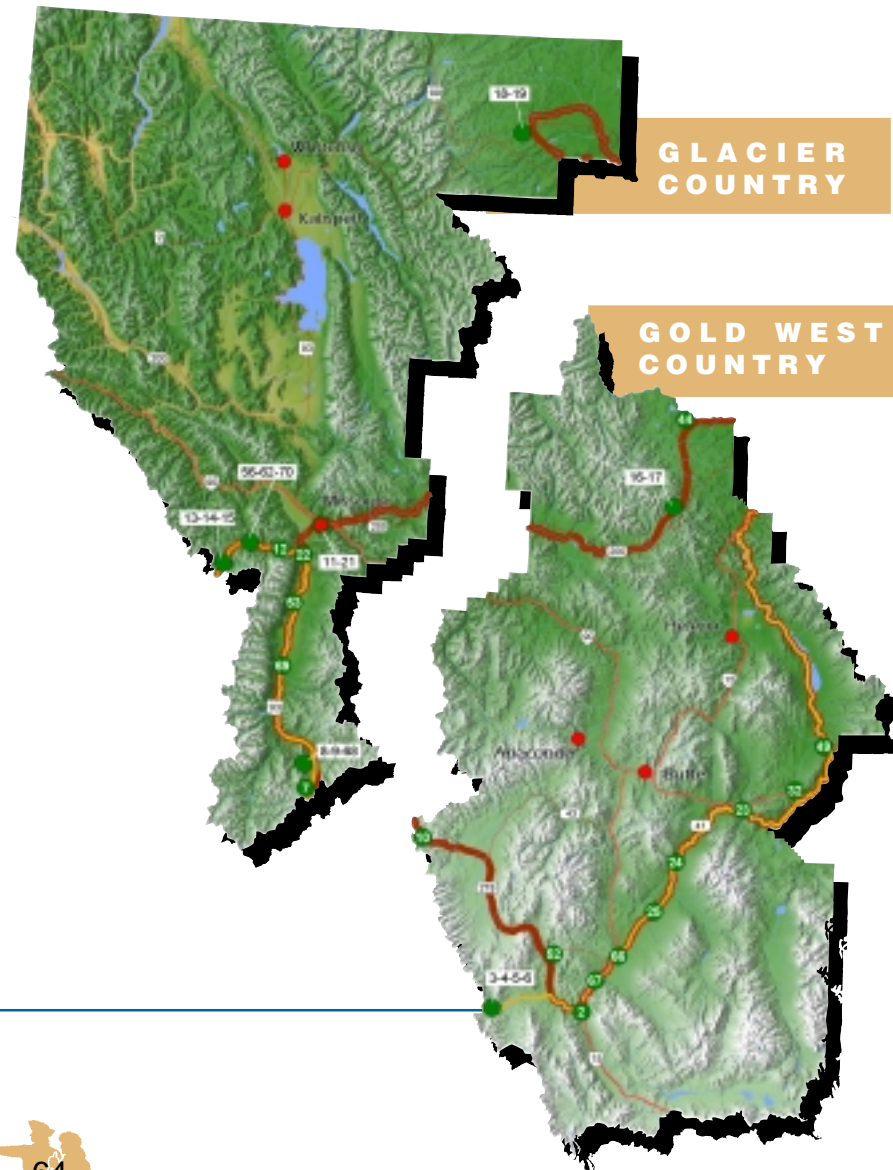
While adding more signs is not generally recommended, a more equitable distribution of signs might be desirable; removing a sign or two in an area that already contains some interpretation and replacing it with a sign in an area that is sparsely covered.

The charts accompanying the maps show an evaluation by region of the existing sites. These sites are listed showing ownership, topic and location and then evaluated for their condition, quality of setting, and their overall effectiveness.

TRAVEL REGIONS OF MONTANA

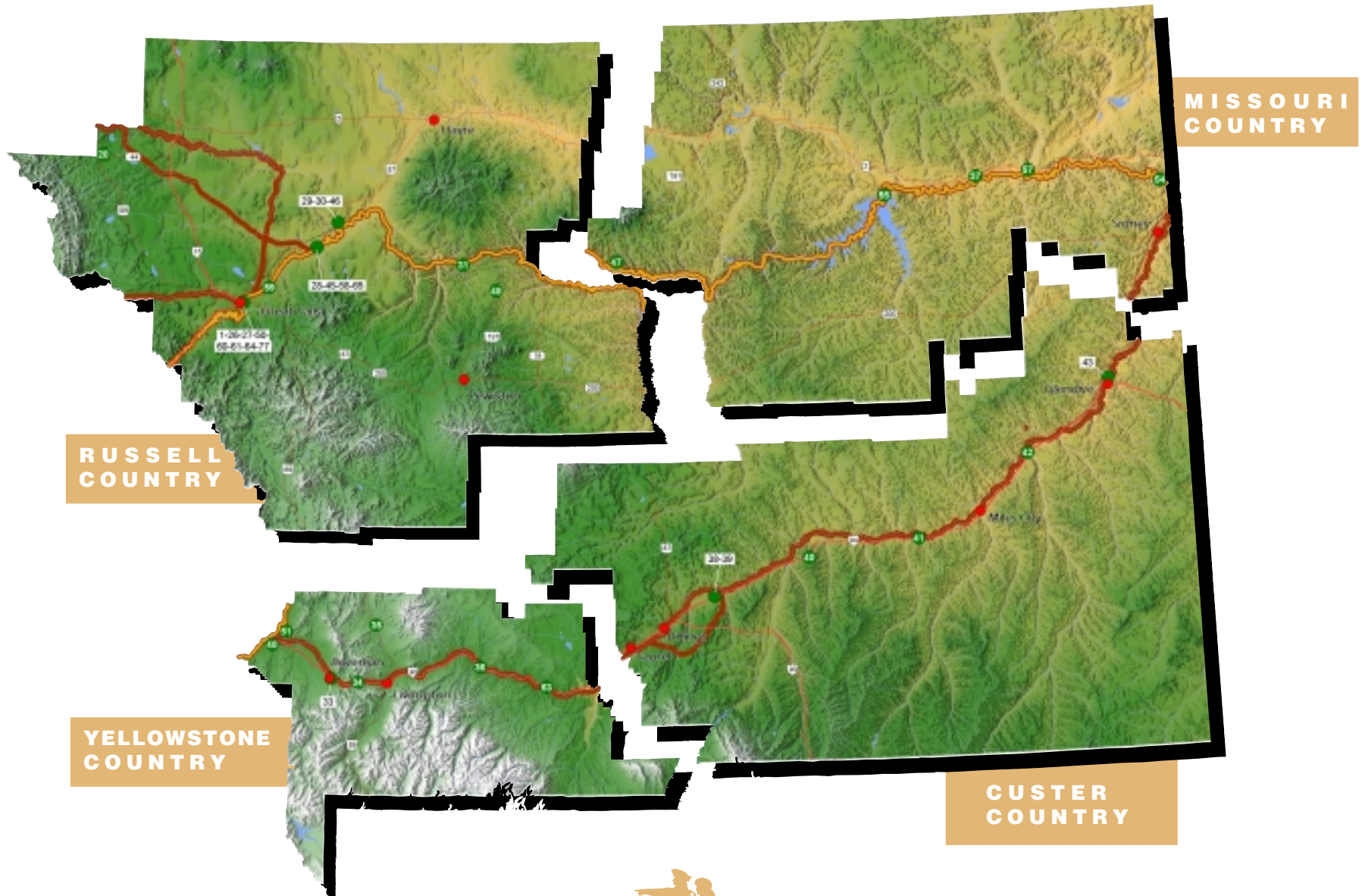


-  Westward Route
-  Eastward Route
-  Existing Interpretive Sites



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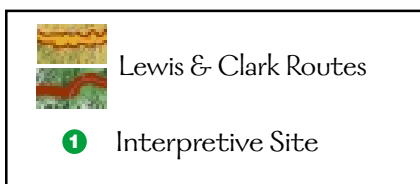
GLACIER COUNTRY

Glacier Country is characterized by mountainous terrain and mountain trails over which the Expedition passed. The three trail segments in Glacier Country include Lost Trail Pass/Bitterroot Valley, Lolo Trail/Blackfoot River, and Road to the Buffalo/Upper Marias River.

USFS interpretation is almost exclusive here, with 15 signs extending along the Bitterroot Valley down US 93 corridor from Lost Trail Pass and up US 12 to Lolo Pass. The only other Lewis and Clark interpretations along these routes are MDT signs at Lolo (22), (Traveler's Rest) and at Hellgate (21), (passing mention of Lewis' return trip up the Blackfoot). At Lost Trail Pass (7), on US 93, a USFS interpretive installation which addresses Lewis and Clark's route over the mountains has recently been removed. Several miles to the east on a primitive USFS road there is a simple Forest Service panel at Gibbons Pass that mentions Lewis and Clark. At the



Howard Creek, USFS





south end of Bitterroot Valley, at the **Sula Ranger Station (8)**, there is a large map showing travel routes through the area including the Lewis and Clark route. Just north of Sula at a USFS recreation area, **Spring Gulch (9)**, is a single sign that addresses the Expedition route through the area and what they were eating along the way. At **Trappers Peak**, north of Hamilton, is a newer Forest Service interpretive installation that mentions Lewis and Clark passed by. **Fort Owen (53)**, outside Stevensville, although not a roadside attraction, is an interpretive facility that addresses the expedition within one of the fort structures. At **Traveler's Rest (22)**, a MDT sign near Lolo, one sign addresses the Lewis and Clark camp site and travel routes, and another sign addresses the Salish homelands. Heading up Lolo, at the turnoff on US 12, is an entrance kiosk for the Lolo Trail with text that refers to travel route and geographic features. This is the first of a series of Forest Service sites along this corridor. As the route climbs up through this forested valley it is punctuated with interpretation along the entire length up to Lolo Pass. **Anderson Gulch (12)** is a single sign that mentions the travel route and geographic features. Sign text at **Lewis and Clark Campground (62)** addresses the expedition and natural resources. **Howard Creek (56)** is a recent Forest Service installation with a three panel interpretation of Indian use of the Lolo Trail and the Expedition's crossing of the Bitterroots.

Amid the development at **Lolo Hot Springs (13a)** is both an older Forest Service sign with journal quotes of their impressions of the springs, and a newer style sign with a more complete history of Lolo Hot Springs including the view Lewis and Clark saw here. **Lee Creek (14a - 14b)** is a trailhead that also has two generations of signage, the older with the usual journal quotes about the route, and the newer sign with lengthy text addressing "Packing for the Expedition". The **Lolo Pass Visitors Center (15)**, while actually over the state line into Idaho, is the anchor point for the US 12 corridor. Extensive interpretation here describes general expedition history and crossing the Bitterroot Mountains.

The **Blackfoot River corridor** extends northeast from Missoula toward Lincoln along MT 200. Just east of Missoula on the old Hwy 10 frontage road, is an unusual MDT double site with one sign addressing the Salish road to the buffalo and Captain John Mullen, and a second Western Lumber Company history. There is no other Lewis and Clark interpretation for the length of MT 200 in Glacier Country.

East of Browning, on US 2, there is an obelisk, constructed in 1925 by the Great Northern Railroad, commemorating the **Farthest Northwest Point** of the expedition. An MDT sign interpreting **Camp Disappointment** and addressing the obelisk was removed because of road construction and has not been reinstalled pending the completion of this plan and its implementation by MDT.

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GLACIER COUNTRY — INTERPRETIVE SITES

Site #	Name	Owner	Lewis & Clark Topic	Other Topic	Location	Condition	Setting	Effectiveness
7	Lost Trail Pass	USFS	Geographic Feature, Travel Route	National Forests	US 93 at stateline	Removed	Removed	Analysis of old site photos looks good for style of signage
8	Freeway to History	USFS	Travel Route, Geographic Features	Old Trails	US 93 at Sula rest stop	Overall sign good, faded insets	Fairly barren	OK for the style, stuck on text looks bad
9	Spring Gulch	USFS	Travel Route, Food Supply	None	US 93, 5 miles north of Sula	Weathered, Old looking	Edge of parking lot	Not very attractive Text is disjunct
11	Lolo Trail	USFS	Travel Route, Geographic Features	Nez Perce War later history	US 12 at US 93 junction	Good but dirty	Barren pullout	Kiosk glass was dirty, hard to read, text-intense panels
12	Anderson Gulch	USFS	Travel Route, Geographic Features	None	US 12, 7.5 miles W of US 93	Weathered, Vandalized	Barren pullout	Typical of style, setting detracts
13a	Lolo Hot Springs	USFS	Travel Route, Hot Springs	None	US 12, 26.5 miles W of US 93	Fair	Middle of muddy parking lot	Lost in the middle of development
13b	Lolo Hot Springs	USFS	What L&C saw here	Lolo Hot Springs history	US 12, 26.5 miles W of US 93	Good	E edge of muddy parking lot	Good sign concepts, bad location
14a	Lee Creek	USFS	Travel Route, Geographic Feature	Historic Trail use	US 12, 28 miles W of US 93	Good	Attractive trailhead	Good for the style
14b	Lee Creek	USFS	Packing for the Expedition	None	US 12, 28 miles W of US 93	Excellent	Attractive trailhead	Good sign, should be used in higher use area

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Site #	Name	Owner	Lewis & Clark Topic	Other Topic	Location	Condition	Setting	Effectiveness
15	Lolo Pass Visitors Center	USFS	Expedition History, Travel Routes,	Nez Perce War, FS history	US 12, 34 miles W of US 93	Excellent	Nice cabin	Intimate structure, but newer/better facility is coming
18	Camp Disappointm't	MDT	Geographic Feature, Travel Route (sign missing)	None	US 2, 7 mi. E of Browning	Sign removed	Barren pullout	It is a good setting for this sign
19	Farthest Pt. West	RR(?)	Geographic Feature: The most NW point of the Expedition	None	US 2, 7 mi. E of Browning	Vandalized, Spray paint	Excellent integrity of view	1925 Northern RR obelisk — simple & powerful
21	Hell Gate	MDT	Travel Route, Road to the Buffalo	Mullan, Lumber Co. history	Old US 10, 2 mi. E of Missoula	Good	Too busy, manicured	Too many messages, too much going on at once
22	Traveler's Rest	MDT	Geographic feature, Travel Route	Salish history	US 93, 1 mile S. of Lolo	Weathered mismatched structure	Barren pullout, Industrial setting	Very bad location, no integrity of materials
53	Fort Owen	MFWP	History and mission of Expedition	Fort Owens, Flatheads	Hwy 203, 1 mile N of Stevensville	Excellent	Inside fort building	Good material, but buried deep within other themes
56	Howard's Creek	USFS	Travel Route, Expedition Crossing	Old Trails	US 12, 19 miles W of Lolo	Excellent	Good	Very nicely done all around, for the style
62	Lewis & Clark Camp Ground	USFS	Lewis & Clark ate, natural resources	Natural Resources	US 12, 16 miles W of Lolo	Excellent	OK	Strange, very terse message
68	Ross' Hole	MDT	None, but sort of related	Alex. Ross fur brigade	US 93 at Sula	Fair	Terribly developed	Needs new location
69	Trapper's Peak	USFS	Lewis & Clark passed by here	Everything	US 93, N of Hamilton	Excellent	Good	Nicely done, message blurred
70	Verry Bad Passing	USFS	Travel Route	None	US 12, W of Lolo	Weathered	Barren pullout	Poor, there is no need for this sign

RUSSELL COUNTRY

The middle stretch of the Missouri River, Missouri River falls and the Marias River drainage all extend across Russell Country. In the east, at the confluence of Armell Creek with the Missouri River, is **James Kipp Recreation Area (47)** (BLM), which has a newer interpretive installation that, among other things, addresses the passing of the Expedition. West of there, along the **BLM Missouri Breaks Backcountry Byway (48)** near Winifred, is an interpretive kiosk. Lewis and Clark text here concerns the Expedition's first view of the Rockies.

On the Missouri River at Judith Landing, on Secondary 236, is MDT sign **Fort Chardon (31)**. This sign mentions the passing of the expedition then goes on to discuss other early history of that area. To the northwest on US 87 is an MDT sign, (the first of a series of such along this route) that mentions Lewis and Clark. This first sign is **Montana Crossroads (30)**, a landscape history theme which mentions Lewis and Clark's passage. Near **Loma (29)** a double MDT



Black Eagle Falls



sign addresses the Marias River, how it got its name and the railroad history of the area. Outside **Ft. Benton (28)** there is yet another which notes Lewis and Clark, but then concentrates on fur trade history.

A BLM interpretive trail near Loma overlooks the Marias confluence at **Decision Point (46)**. The Decision at the Marias is the Lewis and Clark theme; other themes are Ft. Piegan and Ophir townsites. In **Ft. Benton (58)** the focus of Lewis and Clark theme interpretation is a city-owned large bronze sculpture (**Decision on the Marias**) of Lewis, Clark and Sacajawea, with an accompanying interpretive panel located in the town park on the banks of the Missouri River. Across the street is a small BLM information/interpretive center with several indoor panels on Expedition's personalities and history and in the city park is the Fort Benton Museum. Just upriver of the sculpture, at a river access site, is a large BLM panel which refers to the Expedition's journey on the river.

Upstream, at the great falls of the Missouri, is **Ryan Dam (59)**. Here two old monuments belonging to Montana Power Company (MPC)—one an obelisk, the other a plaque on a large boulder—commemorate the passing of the Expedition. Nearing Great Falls, MPC has two separate overlook interpretive locations at **Rainbow Dam (60a - 60b)**, featuring signage covering the journey around the falls and the Deci-

sion on the Marias River. **Giant Springs State Park (50)** is upriver, with a series of MFWP signs which give an overview of the Expedition, the portage around the falls, and the discovery of this large artesian spring. A 1928 Daughters of the American Revolution bronze plaque on a large boulder here memorializes the passing of Lewis and Clark. Nearby is a MFWP office building; in the lobby are two panels describing the Expedition and the portage.

Upriver is the **Lewis and Clark National Historic Trail Interpretive Center (1)**, an expansive new USFS facility and home of the Lewis and Clark Trail Heritage Foundation (LCTHF). The largest and most complete treatment of Lewis and Clark in Montana, the Center contains exhibits on all aspects of the Expedition's history, tribal history, and an archive and library. Next upriver is **Black Eagle Falls (27)**, where an MDT sign pullout/overlook describes Lewis' impressions of the falls and its surroundings. In Great Falls itself there are a variety of interpretive installations, including a small sign in **Riverside Park (64)** which addresses Sacajawea's role in the Expedition; a LCTHF sign in **West Bank Park (61)** has as its theme Lewis' encounter with a grizzly bear. On **Broadwater Overlook (77)**, a knoll overlooking the river and the city, is a large sculpture of Expedition members, along with signage that provides an overview of Expedition history and personalities, and a description of the portage around the falls. An older MDT sign on the edge of the city addresses the **Portage of the Falls (26)**. There is no interpretation of the Expedition's journey south of Great Falls.

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RUSSELL COUNTRY — INTERPRETIVE SITES

Site #	Name	Owner	Lewis & Clark Topic	Other Topic	Location	Condition	Setting	Effectiveness
1	Lewis & Clark Interp. Center	USFS	Expedition History	Tribal Histories	2 miles E of Great Falls	New	Beautiful building	Impressive
20	Capt. M. Lewis	MDT	Lewis' fight with the Blackfoot Blackfoot	None	US 89, 10 miles N of Dupuyer	Sign board fair, posts disjointed	Barren pullout	Text adequate
26	Lewis & Clark Portage	MDT	Route around the falls	None	Great Falls	Weathered	Barren pullout	Lost in setting: surrounded by mobile home lot
27	Black Eagle Falls	MDT	Geographic Feature, Route around falls	None	Great Falls	Fair	Barren pullout	It works, but setting detracts
28	Fort Benton	MDT	Lewis & Clark camped here	Fur trade history	US 87, 1.5 miles NE of Fort Benton	Good	Barren pullout	Sparse Lewis & Clark message; carving atop sign is nice
29	Marias River	MDT	Geographic Feature, Travel Route	Fur trade, railroad, massacre	US 87, 1 mile S of Loma	Good	Nice	L & C sign OK, but too many other themes presented
30	Montana Crossroads	MDT	Lewis & Clark passed here	Landscape history	US 87, 3 miles NE of Loma	Good	Barren pullout	Good place to tie more travel routes to landforms
31	Fort Chardon	MDT	Lewis & Clark passed here	Early history of area	Secondary 236,43 miles SE Big Sandy	Weathered	Barren pullout	L&C sparse; nice rocks on base
45	Upper Missouri Visitor Center	BLM	Expedition history, The river journey	River recreation	Fort Benton	Good	Small house	It works OK
46	Decision Point	BLM	Decision on the Marias River	Fort Piegan, Ophir town	2 miles E of Loma	Weathered	Open hilltop	Good message, signs need to be updated
47	James Kipp Rec Area	BLM	Lewis & Clark passed here	River history biodiversity	US 191 at MO river	Excellent	Nice park	Little L&C message

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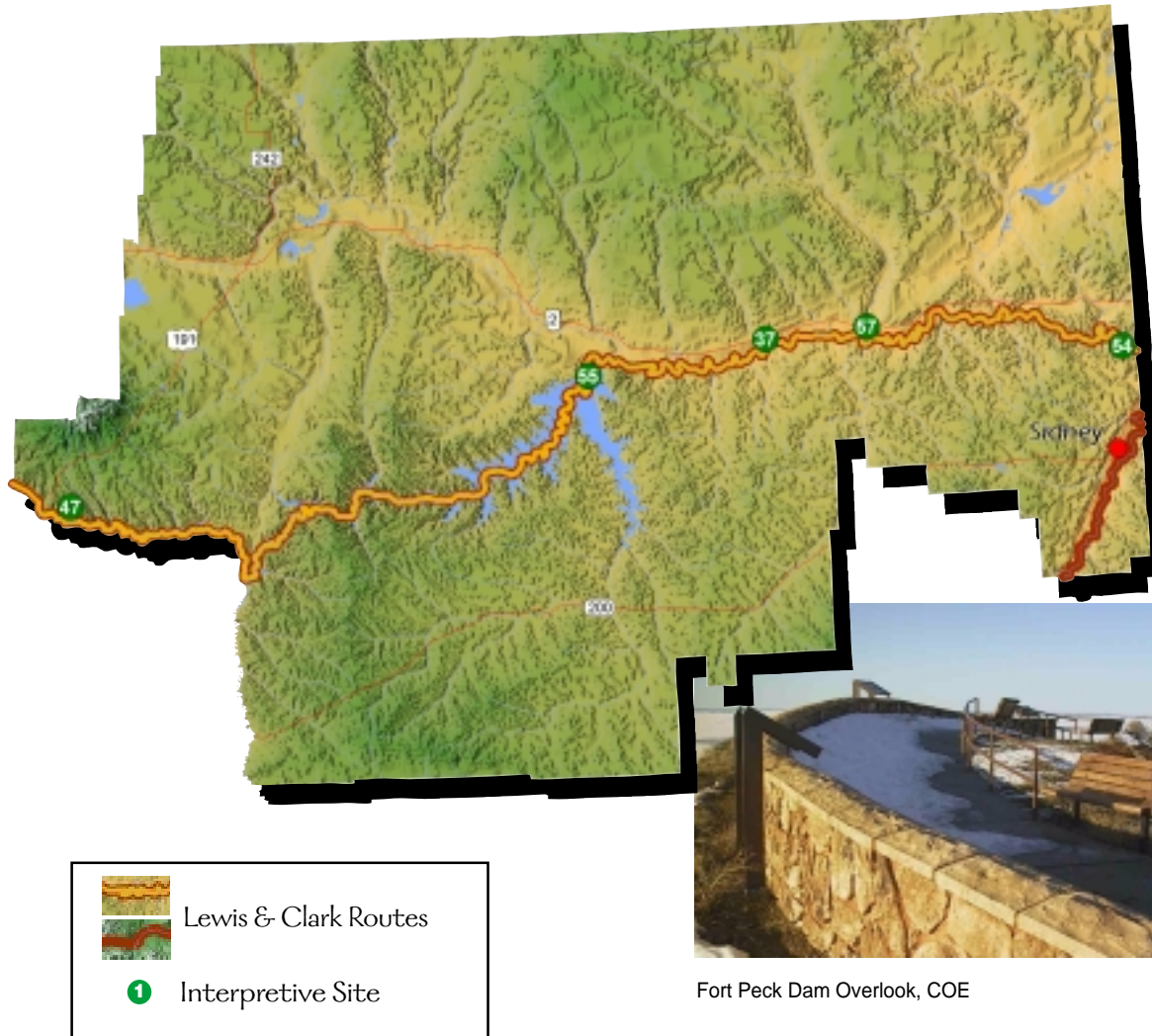
RUSSELL COUNTRY — INTERPRETIVE SITES

Site #	Name	Owner	Lewis & Clark Topic	Other Topic	Location	Condition	Setting	Effectiveness
48	Missouri Breaks	BLM	First view of mountains	Geology, Indians	10 miles E of Winifred	Vandalized	Barren, unattractive	Structure detracts from message
50	Giant Springs	MFWP	Portage, Expedition history	Artesian springs	Great Falls	Aging	State park on river	Very nice signs to the times (1970's)
58	Lewis & Clark Monument	Fort Benton	Expedition on the Missouri	Sculpture & the artist	Fort Benton	Excellent	City park on river	Very nice
59	Ryan Dam	MPC MFWP	Lewis & Clark passed here	Great Falls of the Missouri	14 miles NE of Great Falls	Very Good	Park-like, near visitor facilities	These 2 old monuments are excellent
60a	Rainbow Dam	MPC	Portage, Decision at Marias river	Electricity	6 miles E of Great Falls	Weathered	Grassy overlook	Wrong message for here
60b	Lewis & Clark Overlook	MPC	Lewis at falls, Portage	Rainbow Dam	6 miles E of Great Falls	Weathered	Parking lot at overlook	Too busy: too many competing signs
61	West Bank Park	LCTHF	Lewis' encounter with grizzly bear	None	Great Falls	Badly weathered	Park	Poor condition and location
64	Sacajawea Island	City of Great Falls	Sacajawea	None	Great Falls	Fair	Park	Message good; frame detracts
65	Upper Missouri W&S River	BLM	Geographic Feature	River usage	Fort Benton	Fair	River bank	Ties in with nearby interp. message
77	Broadwater Overlook	City of Great Falls	Expedition History, Portage, Personalities	None	Great Falls	Good	City Park on knoll	Nice sculpture, info on occupation of crew members, it works well

MISSOURI RIVER COUNTRY

Most of the Lewis and Clark interpretation here borders **Fort Peck Reservoir (55)**. A recently built Corps of Engineers (COE) interpretive installation is located on a high overlook just south of the dam. Three signs address various aspects of the Expedition's journey in the inundated viewshed. The first of these addresses the Milk River; Lewis and Clark's recognition of this landmark in their navigation, and their impression of the peculiarities of the water coming from it; the root they called "white apple" is also described. The second sign addresses Big Dry River, and describes the birds and animals they harvested for dinner. The subjects of the last signs are the summit where the Expedition first sights tall pine trees, a journal entry concerning the variety of animals they saw, and a description of the greasewood shrub.

Along US 2 are two MDT signs which note the passing of the Expedition. The first is in **Wolf Point (37)** (where the





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MISSOURI RIVER COUNTRY — INTERPRETIVE SITES

Site #	Name	Owner	Lewis & Clark Topic	Other Topic	Location	Condition	Setting	Effectiveness
37	Wolf Point	MDT	Only notes passing of L&C	Fur trade, Wolves, etc.	US 2 in Wolf Point park	Badly weathered	In small park, but barren	Disjointed message; not really a L&C site
54	Fort Union	NPS	Geographic Features	Fort Union	Secondary 327 at Fort Union	Good	Good	Fair, relates well to setting
55	Fort Peck Dam	COE	Geographic Features & Natural History	None	Hwy 24 at dam	Excellent; but washed-out graphics	Good	Good; consistently L&C message ties to subthemes
57	Fort Peck Indian Res.	MDT	Only notes passing	Tribes, fur trade	US 2 in Poplar	Fair; good rock base, spindly structure	Poor; busy, cluttered location, poor background for talking about tribal history	Minimal; inconsequential L&C message



Fort Union, NPS

main theme is fur trade history), the next in the town of **Poplar (57)** with a theme of tribal histories and reservations. The only other interpretation is literally on the Montana-North Dakota state line at the National Park Service site of **Fort Union (54)**. This recon-

structed fur trade post includes an outdoor sign that addresses Lewis and Clark's recognition of this site as a strategic point for controlling the fur trade traffic of the Missouri country.



Pompey's Pillar, BLM



Lewis & Clark Routes



1 Interpretive Site

CUSTER COUNTRY

The Lewis and Clark journey in Custer Country is along the Yellowstone River corridor: I-94 and the old US 10 tourist route it replaced. **Pompey's Pillar (39)** (BLM), east of Billings, is one of the oldest signed Lewis and Clark sites in Montana. High on the side of this sandstone promontory a 1928 Daughters of the American Revolution bronze plaque and a Masonic Lodge bronze plaque dated 1938, are mounted along side a metal reliquary case covering Clark's carved signature and the focus of the site.

A long wooden walkway leads the visitor from a log structure welcome center (a nice, one room building), past several boulders with newer bronze plaques commemorating the Expedition's passing and the listing of the site as a National Historic Landmark. From there a winding staircase leads up to a platform below the Clark petroglyph. Here a sign describes Clark

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making this engraving. The staircase continues to climb up and around the bluff until it reaches an overlook with three interpretive signs. One of these signs has a quote from Clark's journal describing this same view. The other two address the Yellowstone River, and a nearby campsite of the 7th Cavalry. Below the cliff face is an old dugout canoe behind a bronze plaque indicating that it was built for LCTHF by the Lions Club. An MDT marker **(38)** is located along Old US 10 near the entrance to the site. The sign describes the Crow Indian presence in the area and William Clark's stop-over here in July, 1806.

Along I 94 is the **Custer Rest Area (40)**, an attractive setting with two relocated MDT signs, one of which mentions that Clark camped near here. Further east at the **Hathaway Rest Area (41)**, which provides a broad panorama of the Yellowstone valley, are two more relocated MDT signs. One of these briefly mentions that the Expedition passed by here before going on to address other historic events (the other sign addresses cattle brands).

Along Old US 10 at the **Powder River Crossing (42)**, east of Terry, is an MDT sign which describes the history of the Yellowstone River here, including Clark's nearby campsite; other items addressed are the Indian name of the river and the 7th Cavalry's 1877 campaign. In a park in **Glendive (43)**, along Old US 10, is an MDT sign which describes the Expedition's passing, their boat, and the buffalo they saw; the rest of the sign addresses buffalo hunting and cattle.



Yellowstone River Valley

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CUSTER COUNTRY — INTERPRETIVE SITES

Site #	Name	Owner	Lewis & Clark Topic	Other Topic	Location	Condition	Setting	Effectiveness
38	Pompey's Pillar	MDT	Geographic Feature, Sign now missing	None	I 94 Frontage Rd, 20 miles E of Billings	Sign removed, structure present	Barren pullout	Original would be good here
39	Pompey's Pillar	BLM	Geographic Feature, Travel Route	None	I 94 Frontage Rd, 20 miles E of Billings	Good	Good with some integrity	Good, but a lot happening here
40	Junction Big Horn	MDT	Only noted passing, Sign now missing	Yellowstone, Fur Trade, Indian Wars	I-94 Custer rest area	Sign removed structure present	Cluttered with fence, info signs	Has to compete with too many distractions
41	Rosebud	MDT	Only notes passing	Fur Trade, Buffalo	I-94 Hathaway rest area	Inconsistent style	Distracting cluttered	Confusing, too many themes
42	Powder River	MDT	Geographic Feature	7th Cavalry	Old US 10	Good	Barren pullout	Fletcher text works here
43	Glendive	MDT	Only notes passing	Hunting, Cattle	Old US 10 in Glendive	Weathered	Bad greenway below traffic	Very poor

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Gallatin River at Headwaters State Park

YELLOWSTONE COUNTRY

Yellowstone Country encompasses the headwaters of the Three Forks area, the Gallatin River drainage and part of the Yellowstone River. The entire I 90 corridor here parallels the route Clark's party took east.

Three Forks is a focal point for both the trip west and the return. The original character of much of the area is preserved in **Headwaters State Park (51)**. Interpretation is intensive here, and varies in quality.

An entrance pullout area has orientation signage that mentions Lewis and Clark, along with signs describing other historic themes. Expedition interpretation is centered at a picnic area in the middle of the park. Signage is focused around two roofed, open-sided interpretive stations with numerous signs addressing background of the Expedition (European interest in the Missouri, Louisiana Purchase), Sacajawea's capture, the Expedition's arrival and route through the three rivers area, along with





YELLOWSTONECOUNTRY

much early fur trade history and events connected with the area. Numerous memorial plaques dedicate the completion of this site for the American Bicentennial. An interpreted trail winds over the knoll above this site where signage points out the hill that Lewis climbed to get his first view of the area.

Clark's journey overland through the Gallatin River Valley is toward the Yellowstone River is interpreted by three historical markers. The first, one mile east of Three Forks on old Highway 10 (now Secondary 205), describes Sacajawea and the Three Forks and John Colter's presence in the area. The second, on Highway 10 two miles east of Bozeman (33), talks

about Clark's passage through the valley. The third, on I 90 on Bozeman Pass, briefly describes Clark's passage through the pass on July 15, 1806. The marker also commemorates John Bozeman and the establishment of his trail over the pass in the 1860s. In the Yellowstone River valley an MDT sign addressing the Expedition's camp at the mouth of **Shield's River (35)** is located on US89, on the upper parts of the river, near Wilsall. Another MDT sign, on I 90 at **Greycliff Rest Area (36)**, describes Clarks' party constructing canoes for the downriver journey on the Yellowstone. Just south of Columbus a city-owned sign at **Itch-ke-pe Park (63)** recounts Clark's naming of the Rosebud River.



Top and Right – Headwaters State Park, MFW&P



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YELLOWSTONE COUNTRY—INTERPRETIVE SITES

Site #	Name	Owner	Lewis & Clark Topic	Other Topic	Location	Condition	Setting	Effectiveness
33	Gallatin Valley	MDT	Expedition passing, natural history (sign missing)	Bozeman Trail, Ft Ellis mon. tag-on	Old US 10, 1.5 miles E of Bozeman	Good sign structure present	Barren pullout	Fletcher text seems OK here
34	Bozeman Pass	MDT	Sacajawea led Clark thru pass (sign missing)	Bozeman & Bridger	I 90 pullout	Poor sign structure	Barren pullout	Would be dangerous to stop here
35	Shield's River	MDT	Geographic Features, Expedition passing	Jim Bridger, Wagon road	US 89, 1/2 mile N of Wilsall	Fair structure	Barren pullout	Location far from subject (river mouth)
36	Capt. William Clark	MDT	Canoe making	None	I 90, Greycliff rest area	Fair structure	Behind chain-link	Has to compete with other signs and structures
51	Missouri Headwaters	MFWP	Geographic Features, Sacajawea's story	Fur trade, Gallatin City, Homesteads	4 miles NE of Three Forks	Weathered, cluttered, dated	Busy place, power line detracts	Clutter at each installation is distracting
63	Itch-ke-pe Park	City	Geographic Features, Expedition passing	None	1/2 mile S of Columbus	Weathered, disrepair	Barren placement	Unappealing



Clark's Lookout State Monument, MFWP



Lewis & Clark Routes



1 Interpretive Site

GOLD WEST COUNTRY

Gold West Country ranges from open prairie or high desert on the east that the expedition crossed on their way to the high basins and mountain passes in the west. Lewis' return route along the River of the Road to the Buffalo is in the north of Gold West Country along the MT 200 corridor. This route currently contains no Lewis and Clark interpretation (an MDT sign at Alice Creek is missing). Interpretation in the Lewis and Clark Pass area on the continental divide, north of MT 200 features two USFS signs. Just north of Augusta on US 287 is MDT sign Sun River (44) which just mentions Lewis' passage.

I 15 parallels the Missouri River north of Helena. From Wolf Creek, the interstate exits the Missouri River Canyon, it crosses the plains where Clark passed on his overland route heading west, while Lewis followed the Missouri through the river canyon of the Gates of the Moun-

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS



tains. Along this stretch there is currently no interpretation. At the **Gates of the Mountains** exit north of the Helena Valley there used to be interpretation that has been removed. Lewis' route along the Missouri continued through Hauser Lake and Canyon Ferry Lake.

Gold West also contains the Jefferson River including the Beaverhead and Big Hole drainages. Along MT 2 from Three Forks to Whitehall is a picturesque byway containing interpretation starting with Three Forks, the MDT sign by the bakery at the US 287 exit off I 15, which mentions **Lewis and Clark at Three Forks (32)** and talks about John Colter's run. In Three Forks itself is the DAR **Sacajawea Memorial (78)**. MT 2 parallels the Jefferson for several miles, but the next Lewis and Clark interpretation is not until **La Hood (23)** where there is a double MDT sign describing Lewis and Clark campsite, all the animals they shot for dinner and the other a Fr. Pierre DeSmet sign. The real treasure of La Hood is across the road from the sign; an intact 1930's tourist information stop. This is a bit of early tourism charm that deserves to be preserved. The final few miles of the route goes through Jefferson River Canyon.

South and east of here on the Beaverhead, the travel route is along MT 41 from Whitehall to Dillon. Along this corridor, the interpretation consists of two MDT signs. One, **Jefferson Valley (24)**, addressing the westward march looking for the Shoshonis and Clark's return route, the other is **Beaverhead Rock (25)** which describes finding the landmark, its importance for their route and their camp beneath it. **Clark's Lookout (66)** is a state monument located at Dillon but there is currently no interpretation there. From Dillon the route parallels I 15 past **Rattlesnake Cliffs (67)** (no Lewis and Clark interpretation). An MDT sign that has been moved from its original location interprets the mining town of Bannack and mentions Lewis and Clark passing near there. A BOR sign at an interpretation overlook at Canyon Creek Reservoir addresses **Camp Fortunate (2a)**. A public access area nearer the dam contains a relocated DAR **Sacajawea Memorial (2b)**. Travel over Horse Prairie and Big Hole to the Bitterroots is interpreted at **Lemhi Pass (3 through 6)**, **Gibbon Pass (10)** and Jackson Hot Springs.

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

GOLD WEST COUNTRY — INTERPRETIVE SITES

Site #	Name	Owner	Lewis & Clark Theme	Other Theme	Location	Condition	Setting	Effectiveness
2a	Camp Fortunate	BOR	Geographic Features, Expedition story	None	Clark's Canyon Overlook	Very Weathered parts missing	Good	Text intensive, but Message is good, Condition distracts
2b	Sacajawea Memorial	BOR	Sacajawea	None	Clark's Canyon Picnic Area	Good	Barren, dirt parking lot	Setting distracts from message
3	Distant Fountain	USFS	Geographic Feature	None	Lemhi Pass	Not visited	Not visited	Journal quote OK, sign look is good for the style
4	Bestride the Missouri	USFS	Geographic Feature	None	Lemhi Pass	Fair	Detracts from natural setting	Old style, Sign look & text not very effective
5	Lemhi Pass	USFS	Geographic Feature	None	Lemhi Pass	Fair	Detracts from natural setting	Text & sign look OK for the style
6	High Mtn Pass	USFS	Geographic Feature	None	Lemhi Pass	Fair	Detracts from natural setting	Old style, sign look & text not very effective
10	Gibbon's Pass	USFS	Travel Route	Nez Perce War, later history	FS 106.3 East of US 93	Very battered	Not visited	Photo of sign shows old style text-intense sign
16	Travois Ruts	USFS	Cultural Feature	None	Lewis & Clark Pass	Fair	Good	Old style sign look and text
17	Lewis & Clark Pass	USFS	Geographic Feature	None	Lewis & Clark Pass	Fair	Good	Old style sign look and text
23	Lewis & Clark Campsite	MDT	All the animals they shot for dinner	Fr Pierre Desmet	La Hood	Good	Fairly barren pullout	Old MDT style, works with La Hood's 1930's tourism feel

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

GOLD WEST COUNTRY — INTERPRETIVE SITES

Site #	Name	Owner	Lewis & Clark Theme	Other Theme	Location	Condition	Setting	Effectiveness
24	Jefferson Valley	MDT	Geographic Feature, Expedition Route	None	MT 41, 5 miles N of Twin Bridges	Needs new paint	Barren pullout	Fletcher sign text is focused and works here, empty setting detracts
25	Beaverhead	MDT	Geographic feature	Later history	MT 41, 17 miles N of Dillon	Structure has no integrity	Barren pullout	Fletcher sign text is focused and works here
32	Three Forks	MDT	Geographic Feature, Expedition Route	Colter's Run, Fur Trade	I 90 at US 287 exit	Good, but no rock base	Hidden, barren	Sign has been moved to this wrong location
44	Sun River	MDT	Geographic Feature	Blackfoot, Irrigation	US 287, 2 miles N of Augusta	Good	Barren pullout	Text is too light on Lewis & Clark theme; too far from Sun River
52	Bannack	MFWP	Only notes trail location	Bannack	Bannack State Park	Good	On edge of parking lot	1925 D.A.R. marker
66	Clark's Lookout	MFWP	Geographic Feature	None	MT 91 at Dillon	No signs present	Fairly good integrity	Good experience climbing this knoll; good views
67	Rattlesnake Cliffs	MDT	Expedition Route	Bannack mining	I 15, MP 55, Barretts Parking Area	Good	A little cluttered	Wrong sign here, No mention of Rattlesnake Cliffs
78	Sacajawea Monument	City	Sacajawea	None	Three Forks	Good	Greenway	Nice older bronze Plaque Monument
49	Toston Dam	BLM	Geographic Feature, Expedition Route	None	Toston Dam	Good	Edge of parking lot	Very Poor, wordy, no graphics, too many logos

ASSESSMENT

INTERPRETIVE SITE OWNERSHIP BY REGION

Region	MDT	MFWP	USFS	BLM	COE	BOR	MPC	NPS	CITY	Totals
Custer	5			1						6
Missouri	2			1	1			1		5
Yellowstone	4	1							1	6
Gold West	6	2	6			2				16
Glacier	6		14						2	22
Russell	7	2	1	6			3			19
Totals	30	5	21	8	1	2	3	1	3	74

MDT

The original MDT signs were designed and built to be located along two-lane roads. They are all one design, but not one authorship. Several subsequent authors have written text for the highway historical marker program. After the interstate highways were built, a number of these structures were either relocated to interstate rest areas, adapted to some other setting, or simply removed and never replaced. Replacement and repair of design and structure elements became less standardized over time (square posts re-

placed round ones, connectors changed, colors were changed).

One essential design element is the stone base. In some of the newer versions or in signs that were moved, these bases were eliminated. Some of the relocated signs were placed two to a rest area in locations where the geographic association with the interpretation is difficult to identify or where the relationship between the signs is confusing. There is no longer an identity with place. Integrity of setting

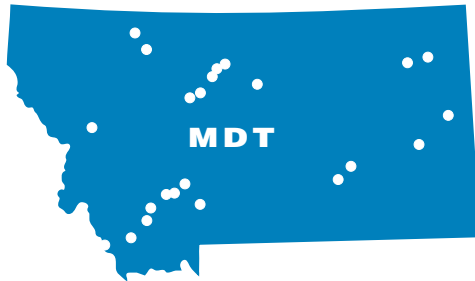


Black Eagle Falls, MDT

has been compromised and the feeling of the original placement has been destroyed, rendering the interpretation less effective. Older examples of this sign type typically show weathering; fading and peeling paint. There is some evidence of vandalism but on the whole it doesn't seem to be a significant problem.

This interpretation worked well on the slower, two lane roads for which it was designed. The concept has weathered well. The idea of a consistent, standardized interpretation was, and remains a very good one. This interpretation is very low maintenance (slap on a new coat of paint, replace a rock or a board).

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS



On the other hand, so much of the same look tends to blur with repetition and the impact of the information may become diluted.

The sign format enabled a lot of information to be communicated in a small space. This text-intensive approach was obviously designed for a population that did a lot more reading. The text has become dated although it has a nice flavor when viewed as 'historic' interpretation and in the proper setting. Overall, the text lacks orientation to the landscape or the story.

The graphic elements that were included in the design were attractive and appropriate for the time; however, for people used to today's visually indulgent me-



dium, the subtleties of this type of illustration are mostly lost.

USFS

There are two approaches characteristic of Forest Service interpretive styles, each dating from different eras. The older are single wooden panels (usually scalloped edges) mounted on simple wood posts often with a separate sign at the top identifying Lewis and Clark. The elements of the signage are identical; signboard, painted, routed text and graphics. As with the MDT style signs, maintenance on these is easy. The overall effect, however, is sometimes choppy or disjointed with too many unrelated elements. These signs are easy to maintain. They may have worked at the time, however for today's greater understanding of Native American



'Verry Bad Passing', USFS

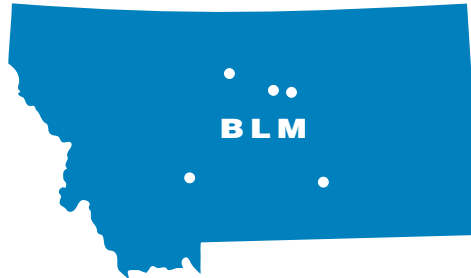


Howard Creek, USFS

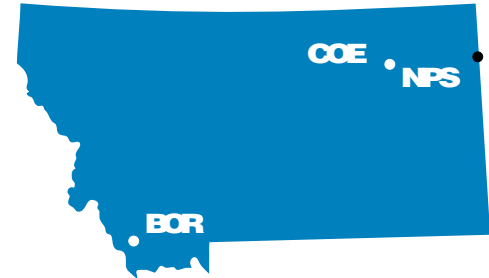
contributions to the expedition some of the graphics are dated or offensive. Unlike the MDT, some fail to communicate charm and do not stand the test of time. However, the original rustic style concept of these signs is an appropriate and sound approach.

ASSESSMENT

A more recent USFS design concept with a new approach is more effective (for example, Howard Creek). It relates well to the landscape in structure design, depth and breadth of theme. The structure blends well with the environment. The illustrations are well done and engaging. The text is much more relevant, presenting richer concepts instead of just information.

**BLM**

There is no typical BLM approach to existing interpretation. Unlike MDT and USFS, there is no roadside signage for the highway traveler. Interpretive installations target recreationists rather than motorists. All of the existing BLM interpretation is from the last several decades and appears dated.

**NPS**

Interpretation in the state is limited to the reconstructed Ft. Union on the far eastern edge of the state. There is actually only one sign at the site that addresses Lewis and Clark and it is a fine example of typical Park Service grid-style interpretation; full color graphics, embedded fiberglass and mounted on steel posts.

BOR AND COE

Each have significant interpretive facilities on reservoir overlooks. COE has recently installed interpretation at Ft. Peck Dam. Their signage consists of embedded fiberglass panels installed on an attractive rock wall overlook. BOR interpretation at Clark's Canyon uses an older approach with rock walling and features behind wood panel signs. Also at Clark's Canyon is a 1920's era DAR bronze plaque on a boulder.

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS



MDFWP

A series of state parks are connected to significant geographic features in the Lewis and Clark story: Giant Springs, Three Forks, Clark's Lookout. These are among the earliest interpretive facilities and have always been a focus of Lewis and Clark interpretation, from 1920's era bronze plaques to 1970's interpretive signs installed during the centennial. These long established sites have benefited from years of public attention. They are all located in parks that are well developed and maintained.



Giant Springs State Park, MFW&P



MPC

On the Missouri River, Montana Power Company has four significant sites, all at dam locations. Interpretive signage is of various ages ranging from older monuments and plaques (Ryan Dam) to newer wood panel signage (Rainbow Falls). These signs are weathered and old.



CITY

There are various city monuments ranging from simple bronze plaques (Three Forks) to sculptures (Ft Benton, Great Falls). These are generally in excellent condition.



THEME

Most of the existing interpretive signage throughout the state is of the “Lewis and Clark passed here” type – one or two lines that give cursory mention of the Expedition and are usually used as a lead-in or add-on to text that addresses various subjects. Following is a general breakout by theme. Half of all interpretive sites focus on geographic features – they mention that Lewis and Clark passed (and often named) a certain river or mention a prominent landmark. Almost that many (31 out of the 74) reference the travel route taken by the Expedition through an area; most of these are located in Glacier Country.

CURRENT INTERPRETIVE TOPICS BY REGION

	Gold West	Glacier	Russell	Missouri	Custer	Yellowstone	TOTALS
Geographic Features	11	10	7	2	3	4	37
Expedition Story	1	1	6			3	11
Sacajawea	1		1			2	4
Expedition Travel Route	4	15	2	2	4	4	31
Animals They Ate	1	2					3
Natural History			2	1		1	4
TOTALS	18	28	18	5	7	14	



Sacajawea monument at Clark's Rest, BOR

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Eleven out of 74 signs address some aspect of the Expedition story, concentrating on what some or all of its members were doing. Most of these are in Russell and Yellowstone countries.

- Four out of the 74, mostly in Russell Country, deal with some aspect of natural history.
- Four, mostly in Glacier Country, describe animals eaten for dinner
- Four, mostly in Yellowstone Country, include Sacajawea.

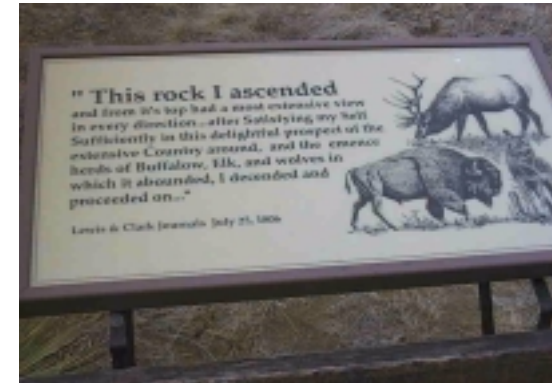
The majority of signs in Russell Country refer to geographic features, and nearly all of these concern the falls of the Missouri River and the portage around the falls.

The most consistent message conveyed across the state is of the Expedition moving through an empty world. This is expressed through selective, edited journal quotes, which reflect the understanding, point of view, or amount of

effort put forth by the text writer: *Lewis and Clark note and name rivers, wonder at and eat the animals and plants they encounter, mended their equipment, labor along, across, up and over many obstacles, and on rare occasion (in the western part of the state), encounter other people they really don't understand.*



'Montana Crossroads', MDT



Pompey's Pillar, BLM



Lee Creek, USFS



Ryan Dam, MPC

LOCATION

Two-lane highways contain the majority of the existing interpretation, along with the best balance of the existing story.

On some stretches interpretation is intense:

- US 12 along the Lolo corridor,
- US 87 from Great Falls to Loma,
- the upper Bitterroot River valley along US 93, and
- the old east-west tourist route of US 10.

On most of these stretches the old MDT signage is still found in its original locations. Many of the interpretive sites offer panoramic vistas of scenery almost unchanged from the last 200 years, which mitigate dated and weathered signs – here even poor interpretation seems to work. Many more are in areas once peaceful, that are now cluttered by development and noisy with traffic; even good interpretation fails to engage here.

Other two-lane road corridors along the Expedition route are completely void of interpretation for vast distances:

- most of the eastern half of the state along the Missouri and Yellowstone rivers,
- the MT 200 corridor from Missoula to Great Falls,
- I 15 Frontage Road corridor from Great Falls to

- Helena, and
- the Big Hole and Horse Prairie valleys in western Montana.

Along the interstates the Lewis and Clark message is sparse.

A traveler who stays on the interstate system encounters little information about the Expedition. East-west across the length of the state on I 94 and I 90 interstate, interpretation is limited to a mention of Clark's route east at two rest areas and with a description of making canoes at one other rest area. North-south on I 15 the sole mention of Lewis and Clark is at a former rest area south of Dillon where one line of text notes that they passed by - and nothing more.



'Captain Meriwether Lewis', MDT

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Opportunities to discover Lewis and Clark exist in several interpreted backroad areas such as:

- the Missouri Breaks Backcountry Byway (BLM) south of Fort Peck Reservoir,
- the road across Horse Creek prairie and over Lemhi Pass, and
- the Alice Creek Road, off MT 200, going toward Lewis and Clark Pass.

Existing opportunities to park and walk into a landscape are limited:

- Headwaters State Park, the riverside trail east of Great Falls,
- the trail downriver from Hauser Dam,
- the short trail to Decision Point overlook,
- the stairs up Pompey's Pillar and its surrounding parkland.

There are a few Lewis and Clark focus areas where a visitor can get more information:

- the Lewis and Clark NHT Interpretive Center in Great Falls,
- the State Historical Society's Museum in Helena, and
- to a lesser extent, Headwaters State Park, Giant Springs State Park and Pompey's Pillar.



'Big Horn', MDT



Lemhi Pass



'Farthest Point West'

EFFECTIVENESS

A consistent problem across the state is a lack of orientation to the landscape. A visitor is frequently left with no idea of where they are in relation to actual location of events in the story. The visitor traveling through Montana finds randomly placed interpretive signage, some areas are heavily covered with interpretations while others are sparse.

- Orientation to the landscape is poor
- Maps of the river systems, which are so vital to understanding the route and the story, are absent
- Little accurate information is provided concerning the native people (their history, their use of the land and its resources) whose traditional lands the Expedition, as well as the visitor, are traveling through

Lewis and Clark routes intertwine with several other major existing and developing trail corridors:

- Nez Perce Trail,
- Lolo Trail,
- Bannack Trail,
- Continental Divide Trail,
- Bozeman Trail, and
- River of the Road to the Buffalo.

There is no cohesive, larger picture given of these. The visitor is left to their own devices in figuring out how they

relate, meet and diverge. It is a two dimensional view of a three dimensional world. Inclusion of these features would help to give a more complete orientation to the Corps of Discovery.

This assessment is focused on the state and federal agency interpretive sites. The few city-owned installations already mentioned were visited as well. Collateral materials gathered along the route generally consisted of either brochures and maps produced by agencies for specific facilities or land management units (for example, a national forest or a state park), and magazines produced by the various tourism regions. Two fine examples of the first type are “Lewis and Clark in the Rockies” and “Lewis and Clark on Lolo Trail” produced by USFS. A few of the tourism region publications give brief mention to the Lewis and Clark expedition or a specific interpretive site, but none yet take full advantage of this opportunity to focus on Lewis and Clark. Numerous internet sites provide good content and location information for interpretive installations (for example, ‘Montana Lewis and Clark Discovery Points’ (www.lewisandclark.state.mt.us) and ‘Lewis and Clark in Beaverhead County’ (www.wmc.edu/acad/bustech/lewis/clark.html)). The murals at the state capitol building in Helena, the county courthouse in Missoula, and the museum of the State Historical Society in Helena add a rich timeless aspect to Lewis and Clark interpretation.

APPENDIX II

EXISTING SITES: CONDITIONS AND RECOMMENDATIONS



'Decision at the Marias' sculpture, Fort Benton



Heritage Design Team, Shields River, MDT

FINDINGS

Viewed as a whole, interpretation across the state has many manifestations – different looks and approaches from different ages. While there are many gaps and unanswered questions in the story of Lewis and Clark in Montana, existing interpretation provides a good foundation on which to build.

Major Findings and Recommendations (summary of chapter 1)

Finding I. Most existing facilities could use a little clean-up. There is a rich system of interpretive signs in place across most of Montana upon which to build. Many of these sites are well managed with facilities in good repair, but in general, most sites require better maintenance and most signs would benefit from some paint.

Recommendation: Every agency should place a high emphasis on performing needed maintenance of existing interpretive signs and facilities by 2003.

Finding II. Interpretation of Indian people is minimal. While existing signs do a good job of pointing out where the expedition camped and where they say or did interesting things, the rich heritage of Montana Indian Tribes, their cultures, interactions with Lewis and Clark and subsequent history is not told in many places.

Recommendation: Place special emphasis on integrating the Indian stories at existing sites and create a system of Indian focus sites across Montana. Tribes should be involved in planning and designing these new signs from the early planning stages. Where possible, interpretation should tell the story from an Indian perspective and be developed by Indian people.

Finding III. Among the truly unique resources in Montana are the expansive rural landscapes which still look much as described by Lewis and Clark.

These landscapes with their rich botanical and wildlife populations are not interpreted fully in many areas, and offer great opportunities to tie Lewis and Clark history with contemporary natural resource conservation issues.

Recommendation: Establish an interagency system of designated places on public lands to explore the varied landscapes/ecosystems of Montana along the Lewis and Clark Trail. At each site use journal entries, tribal oral histories, and contemporary science to create understanding of how these landscapes continue to evolve. Together, these sites would constitute a Montana natural history outdoor museum stretching across the state

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Finding IV. There is little coordination of Lewis and Clark site interpretation. Each public land agency has their own style of sign design and supporting bases, with content that frequently overlaps.

Recommendation: Identify design elements and standards that can be adopted across agency ownership to unify the look of Lewis and Clark interpretation in Montana, and coordinate efforts between agencies to present a complete and cohesive story.

Finding V. There is a lack of traveler orientation aids. Visitors do not currently perceive any grand scheme or sense of unity as they travel across Montana and often do not know where they are physically in relationship to where Lewis and Clark traveled or what part of their journey is represented.

Recommendation: Incorporate maps into interpretive sites that characterize the landscape and will orient the visitor to the land and the story.

APPENDIX II**EXISTING SITES: CONDITIONS AND RECOMMENDATIONS****EXISTING SITES**

<u>Site #</u>	<u>Name</u>	<u>Agency</u>
1	Lewis & Clark Interpretive Center	USFS
2a	Camp Fortunate Overlook	BOR
2b	Sacajawea Memorial	USFS
3	Distant Fountain	USFS – Site # 5
4	Bestride the Missouri	USFS – Site # 5
5-6	Lemhi Pass	BLM – Site # 5
7	Lost Trail Pass	USFS signs removed
8	Freeway to History	USFS
9	Spring Gulch	USFS
10	Gibbon's Pass	USFS not visited due to snow
11	The Lolo Trail	USFS
12	Anderson Gulch	USFS
13	Lolo Hot Springs	USFS
14	Lee Creek	USFS
15	Lolo Visitors Center	USFS
16	Travois Ruts	USFS not visited due to snow
17	Lewis & Clark Pass	USFS not visited due to snow
18	Camp Disappointment	MDT
19	Farthest Point West	Unknown
20	Captain Meriwether Lewis	MDT
21	Jct. of Hell Gate & Big Blackfoot Rivers	MDT
22	Travelers Rest	MDT
23	Father De Smet/L & C Expedition	MDT
24	Jefferson Valley	MDT
25	Beaverhead Rock	MDT

<u>Site #</u>	<u>Name</u>	<u>Agency</u>
26	Lewis and Clark Portage	MDT
27	Black Eagle Falls	MDT
28	Fort Benton	MDT
29	Maria's River	MDT
30	A Montana Crossroads	MDT
31	Fort Chardon	MDT
32	Three Forks of the Missouri	MDT
33	Gallatin Valley	MDT
34	Bozeman Pass	MDT
35	Shields River Valley	MDT
36	Captain William Clark	MDT
37	Wolf Point	MDT
38	Pompey's Pillar	MDT
39	Pompey's Pillar	BLM
40	Jct. of Big Horn & Yellowstone Rivers	MDT
41	Rosebud Creek	MDT
42	Powder River	MDT
43	Glendive	MDT
44	Sun River	MDT
45	Upper Missouri Visitor Center	BLM
46	Decision Point	BLM
47	James Kipp Recreation Area	BLM
48	Missouri Breaks Byway	BLM
49	Toston Dam Rec Area	BLM

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<u>Site #</u>	<u>Name</u>	<u>Agency</u>
50	Giant Springs/Heritage State Park	MFWP
51	Missouri Headwaters State Park	MFWP
52	Bannack State Park	MFWP
53	Fort Owens	State Parks
54	Fort Union Trading Post	NPS
55	Fort Peck Dam	COE
56	Howard Creek	USFS
57	Fort Peck Indian Reservation	MDT
58	Lewis and Clark Monument	City of Ft Benton
59	Ryan Dam Park	Montana Power
60a	Rainbow Dam	Montana Power
60b	Lewis and Clark Scenic Overlook	Montana Power
61	West Bank Park	City of Great Falls
62	Lewis and Clark Campground	USFS
63	Itch-ke-pe Park	City of Columbus
64	Sacajawea Island	City of Great Falls
65	Upper Missouri National Wild & Scenic River	BLM
67	Bannack	MDT
68	Ross' Hole	MDT
69	Trappers Peak	
70	"Verry Bad Passing"	USFS



APPENDIX II

EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: #1 **Name:** Lewis & Clark National Historic Trail Interpretive Center



Date: 2/23/99

Ownership: USDA Forest Service

Access to Site: US 87 South (River Drive) to Giant Springs Road. 0.4 miles from the junction of River Drive N. and Giant Springs Road.

General Description: 25,000 square foot interpretive center, library, conference center, etc.

Evaluation: Design of the building is very effective, especially the use of architectural details to focus visitors attention on natural site elements. The shape and color of the exterior does an excellent job of mirroring the surrounding landscape. The lodge and its accompanying sound track were very effective.

The Center, the most complete interpretation of the Lewis and Clark expedition in the state of Montana, effectively interprets the expeditions relationship to the Indian tribes of the Northwest and provides orientation for visitors to sites throughout Montana.

Date Installed/Updated: 1998

Designer/Manufacturer: Deaton

Site: #2a **Name:** Camp Fortunate Overlook **Date:** 3/30/99



area. The shelter is constructed with square, cemented stone columns tapering up from about four feet to about two feet near the top and has a shake roof. Set in the stone wall is a sign? On the path, halfway to the shelter, is a low-angled wood sign with a Plexiglas cover set on round posts painted yellow.

- Features:**
- A. Sign
 - B. Square Rock Structure
 - C. Picnic Shelter
 - D. Sign north and below the picnic shelter
 - E. Rock wall running along the edge
 - F. Parking Lot
 - G. View

Evaluation: The paint on the sign is peeling badly, was badly hand painted, contains poor text, and poor construction.

Ownership: Bureau of Reclamation

Access to Site: Off I 15 at Clark Canyon Reservoir, across the reservoir south 1.2 miles from dam to overlook on a graveled overlook off the left side of the highway going south.

General Description: Low cemented stone walls follow the reservoir side of a graveled overlook. There is a picnic shelter at the end of a cement path about 200 feet from the parking

Recommendations: There is a bas relief sculpture in the wall alcove of something “campy.” Replace the painted sign with a sign on a low boulder. Sacajawea being reunited with her people is an important theme. Getting horses, changing transportation, and caching of canoes is a second theme. Maybe the stashing of canoes is good for a bas relief-do something with a canoe and horse as two visuals for theme.

Site Text/Site Detail:

CAMP FORTUNATE (logo upper left).

The Lewis and Clark Expedition of 1804-1806 explored the upper reaches of the Louisiana Purchase to establish US claims to the Pacific Northwest. Few points along their route have the significance of Camp Fortunate or Two Forks, now beneath the waters of the Clark Canyon Reservoir. Captain Lewis, following an Indian trail in advance of the expeditions main party, first reached the junction of Red Rock River and Horse Prairie Creek on August 10, 1805. Two days later, he crossed the continental divide at Lehmi Pass, west of the overlook, and met Shoshoni Indians. On August 17, Lewis rejoined Clark and the main party at this site where they camped with the Shoshoni Indians until August 24. At the meeting, expedition interpreter Sacajawea, also a Shoshoni, was reunited with her brother Cameahwait, whom she had not seen in five years. Through her, Lewis and Clark negotiated for horses-all important for the expedition's trip across the mountains to the

Columbia River Drainage. Here, too, expedition members cached canoes and supplies for their return. William Clark revisited his point in July of 1806 to empty the cache and continue the trip down the Missouri to St. Louis. The camp bore the name "Fortunate" for the meeting with the Indians, and the important transition from water to overland travel. The actual valley where the reservoir is located today, was called "Service Berry Valley" by Lewis and Clark, and Horse Prairie was designated "Shoshone Cove."

Site: # 2b **Name:** Sacajawea Memorial **Date:** 3/30/99



Ownership: unknown

Access to Site: Off I 15 at Clark Canyon Reservoir, immediately south at interstate exit

General Description: On the south side of Secondary 278, and the east side of the reservoir, is a campground with graveled drives lined with large rocks and upright 2' tall posts. Iron fire pits and covered wooden picnic shelters are arranged

along the water. The Sacajawea Memorial is a large granite boulder set on end with a brass plaque about 2' square set in a square concrete base stepped with two levels. The base measures approximately 4' square and approximately 1 foot high. Plaque is dated 1915. Some deciduous trees are on the site. "In Commemoration of Sacajawea who guided Lewis and Clarke through this the land of her childhood and capture on August 17th 1805 she rejoined Her tribe near this site. The services she rendered the expedition were Invaluable." This tablet was erected by the Montana Daughters of the American Revolution 1915.

Features: A. Rock
B. Picnic area
C. Lake

Evaluation: The site has a rather unattractive reservoir setting. The rock was obviously moved when the reservoir was built. Recommendations: Improve the setting by using sand rock and cactus at the base. Consider using the peace medallion as a logo for all of the interpretation in this area (both around the reservoir, toward the pass, and just beyond), since this was the first opportunity they had to give out the medallions in the Rockies (first Indians they met).

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EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: #5

Name: Lemhi Pass

Date: 6/23/99



Ownership: USDA Forest Service

Access to Site: On Bitterroot Divide, about 13 miles northwest of Secondary 324 (Grant - Bannack Pass Road) on Lemhi Pass Road.

General Description: Several signs are located at beside the road at the exact pass. Feature D and E are located at Sacajawea Picnicground, about 1/8 mile SE of the pass and

accessed by a gravel road. All signs are simple painted plywood panels (cream lettering on dark brown background), mounted on 4x4" and 6x6" cedar posts and crosspieces.

Features:

- A. Lemhi Pass sign
- B. High Mountains West sign
- C. Trail Creek Pass sign
- D. Distant Fountain sign
- E. Sacajawea Historical Area

Effectiveness: The use of Journal quotes is very effective. But other text and graphics seem outdated. Too many signs at pass – it looks cluttered.

Recommendations: This beautiful and significant spot deserves more subtle and aesthetically pleasing interpretation. Perhaps a rock structure built into the hillside.

Sign Text:

Feature A: Lemhi Pass

Continental Divide

Elevation 7339

Many feet have trod this trail. Shoshone Indians hunting parties rode across Lemhi Pass to find buffalo in the eastern plains.



Lewis & Clark were the first white men to cross. Soon others came to trap and to farm the rich valleys below. The Red-Rock Salmon Stagecoach Line used the pass in the late 1800's.

Feature B:

“after refreshing ourselves we proceeded on to the top of the dividing ridge from which I discovered immense ranges of high mountains still to the West of us with their tops partially covered with snow. I now descended the mountain about $\frac{1}{2}$ of a mile which I found much steeper than on the opposite side, to a handsome and bold running Creek of cold Clear water. Here I first tasted the water of the great Columbia river.”

Lewis Journal
August 12, 1805

Feature C:

You are looking down Trail creek to the Horse Prairie Valley. From the valley, Lewis, in advance of the main party, found the well-used Indian trail which led up Trail Creek to Lemhi Pass.

Feature D:

Lewis and Clark Expedition

“at the distance of 4 miles further the road took us to the most distant fountain of the waters of the Mighty Missouri in such of which we have spent so many toilsome days and wristless nights. Thus far I had accomplished one of those great objects on which my mind has been unalterably fixed for many years. Judge then the pleasure I felt in allying my thirst with this pure and ice-cold water... here I halted a few minutes and rested myself.”

Lewis Journal
August 12, 1805

**Feature E:**

Sacajawea Historical Area

The inspiration and effort of Mrs. Laura Tolman Scott and the Daughters of the American Revolution resulted in dedication of this area in 1935 to the memory of Sacajawea - - Interpreter, Guide, and Counselor to Lewis and Clark.

APPENDIX II

EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: # 8 **Name:** Freeway to History **Date:** 3/31/99



Ownership: USFS

Access to Site: Sula Ranger Station on US 93 north of Chief Joseph Pass

General Description: 4 X 6 routed wood sign with black silkscreen on gray aluminum; text signs superimposed sign is an area map showing set in a semicircular landscaped area with cinder shrubbery and a poured concrete pad. Oriented toward visitors traveling south.

Features:

- A. Sign
- B. Ranger station
- C. Parking lot
- D. 8'diameter circular concrete pad in front of sign

Evaluation: Aluminum signs are weathered and worn. Recommendations: Fix the crack in the sidewalk. Landscape the site with large rocks and native shrubs. Use porcelain or PVC for sign frames in rustic style (log type). The idea of a map is good, but add in some background graphics of people on horseback traveling down the valley. Work in some side bar text of Toby. Use some kind of relief to indicate topography. Show going up the valley as well as down. Show the trail on Idaho 93 as well.

Sign Text/Site Detail:

APPENDIX II

EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: #9

Name: Spring Gulch

Date: 3/31/99



Ownership: USFS

Access to Site: Up the Hwy. from Sula

General Description: Graveled pullout bordered by cement pier and log retainers with a three rail fence behind, which separates the parking area from the picnic area. The picnic area consists of tables and older style restroom facilities (brown stained board and bat with a tin roof). The sign consists of two upright posts 12" in diameter and 7' tall. Bolted on the front is a routed 4 X 6 sign made of plywood with scalloped edges, painted oxblood red, and bolted onto the posts from the front at

about 18" from the ground. The Lewis and Clark sign is made of 8" X 6" plywood, bolted onto the posts, and painted brown, as are the posts, with cream colored lettering.

Features: A. Sign
B. Recreation opportunities sign
C. Pullout
D. Structures behind

Evaluation: Sign looks low budget and worn. It is easily confused with the MDT sign (Forest Service should have its own identity).

Recommendations: Sign should be something nice. Maybe use multicolored embedded PVC on Arcadian frame. Use a CCC style to make it look rustic. Remove some of the posts in the front and put in rocks for a traffic barrier. Could plant something for landscaping. Could also use a little weed removal.

Sign Text or Site Detail: Trapper Peak has witnessed human activity in the Bitterroot Valley for at least 8000 years. Earliest valley occupants were prehistoric hunters and gatherers. The Bitterroot Salish Native Americans thrived in the valley until 1891, when they were moved to the Flathead Indian Reservation. In 1805, members of the Lewis and Clark

Expedition passed here; followed by traders, trappers, and missionaries. In an attempt to flee from the U.S. Army in 1877, the non-treaty Nez Perce Native Americans passed peacefully through the valley on their way east. Mining, agriculture, and logging brought settlers – and in 1876, the mountain was named by Granville Lee Shook, a surveyor for the Anaconda Mining Company, for its trapping success. Trapper Peak’s timeless and sturdy form represents history, from the historic travelers of the past to the modern-day traveler of tomorrow.



Site: # 11 **Name:** The Lolo Trail **Date:** 4/1/99



Ownership: USFS

Access to Site: 1 mile west on US 12 from Jct. with US 93

General Description: Sign is a covered kiosk 10' long with an 8' tall frame constructed of cedar 8 X 8's which sit upon two 3' X 4' concrete piers which protrude approximately 1 ft.

Structure is 8' tall and supports a 4 X 6 routed cedar sign with a

Plexiglas cover on the front. The roof is 2 X 4 rafters, 1 X 4 rafter boards, and cedar shakes. The whole thing is painted a chocolate brown and has cream lettering. The signboard itself is not painted. It serves as an introductory kiosk to the Lolo Trail Highway. The signboard depicts a map of the major drainages on either side of the divide as well as the trail itself.

Features:

Evaluation: The sign contains some primitive paintings. The Plexiglas makes it very hard to read the text (dirty). The text is intensive. The stained cedar is a nice touch, though. Kiosk is not very attractive.

Recommendations: Begin the paragraphs with different colors or something to break it up. If the sign needs to be covered, it needs to be maintained. The Plexiglas was very hard to read through the dirt. Redo the kiosk as something more massive with timbers and landscaping. Have the title above the kiosk instead of "information." The text needs to be rewritten. Add some information about the buffalo hunt and the age of explorers. Don't diminish the view from this Hwy before the visitor gets to it. Use the kiosk like the Fort Fizzle one, only with gray timbers – this shape suggests a trail over the mountains and looks more like a gateway type structure.

Sign Text or Site Detail:**THE LOLO TRAIL**

For nearly 200 years, until the late 1800s, the Lolo trail was used by the Nez Perce Indians of Idaho to reach the buffalo country east of the divide, and by the Flatheads of western Montana to reach the salmon and steelhead fisheries of the Clearwater River. Lewis and Clark followed it westward in 1805, and back in 1806.

From here to its terminus near Weippe (pronounced Wee-eyp), Idaho, the Lolo Trail mostly stayed high on the steep mountainsides and narrow ridges to the north, avoiding the brush-choked, meandering stream-course.

The modern water-level route of the Lewis and Clark highway, which was completed in 1961, offers little hint of either the hardships or the scenic grandeur the young explorers met on this leg of their search for the legendary Northwest Passage through the new Louisiana Purchase.

On your way west you will find exhibits erected by the Lolo and Clearwater National Forests, The National Park Service, and the Idaho Historical Society to relate some of the history of the Lolo trail, including the journeys of Lewis and Clark.

Site: # 12**Name:** Anderson Gulch**Date:** 4/1/99**Ownership:** USFS**Access to Site:** 7.5 miles west of Lolo

General Description: Graveled pullout on the left side of the highway across from a farmhouse and in front of a pasture fence. There is a view of the mountains in the distance and Lolo Peak. The sign consists of 4 x 8 pressure treated posts, a

2 x 8 Lewis and Clark route crosspiece on top of the posts, spaced 5' apart and approximately 8' tall. The sign itself is made of plywood with scalloped edges and is painted brown. It is routed with multicolored designs on the top and bottom.

Features: A. Sign in a pullout.

Evaluation: The sign is weathered and vandalized. Recommendations: Tie into the entrance sign visually with structure for base. Redo the illustrations on the sign. A little bit of landscaping would enhance the site. Tie in the seasonal round of Nez Perce and Flathead to explain the teepees. Take advantage of the view and refer to Lolo Peak.

Sign Text or Site Detail:

Anderson Gulch

Lewis and Clark left Travelers Rest at the mouth of Lolo Creek the afternoon of September 11, 1805. They traveled west up Lolo Creek to Anderson Gulch and camped here for the night. Clark wrote, "... proceeded on up the creek on the right side thro a narrow valie and good road for 7 miles and Encamped at Some old Indian Lodges.... Hills on the right high & rugged, the mountains on the left high & Covered with Snow. The day Verry worm."

Site: # 13 **Name:** Lolo Hot Springs **Date:** 4/1/99



Ownership: USFS

Access to Site: On the north side of the highway, 26.5 miles west of Lolo

General Description: Sign is Forest Service scallop style.

Features: A. Sign
B. Parking lot
C. Pool complex
D. Development (condo) complex

E. Rocks
F. Newer hot springs sign

Evaluation: The sign is outdated, clumsy, and worn looking. Recommendations: Find the Salish name or traditional use of the hot springs. Use a big architectural style like down below and incorporate some large rocks.

Sign Text or Site Detail:

LOLO HOT SPRINGS

The travelers passed here westbound the morning of September 13, 1805. Clark wrote, "... I tasted this water and found it hot & not bad tasted...in further examination I found this water nearly boiling hot at the places Spouted from the rocks...I put my finger in the water, at first could not bare it in a Second." On the Return Journey they camped here June 29, 1806 enjoying a hot bath and four deer for supper, their first fresh meat in five days. Clark wrote, "... I observe after the Indians remaining in the hot bath as long as they could bear it run and plunge themselves into the creek the water of which is now as cold as ice can make it..."

Feature F: Upper right hand corner - Lewis & Clark's expedition halted here en route to and from the Pacific. What they saw differed little from this view, painted in 1855.

Site: # 14**Name:** Lee Creek**Date:** 4/1/99

Features: A. Old style sign
B. New style sign
C. Restroom
D. Parking lot
E. Trail
F. Misc. signs “fee area” and use restrictions

**Evaluation:**

New sign is attractive and information packed though a bit too wordy.

Recommendations: Consider relocating this sign, which has so much good general information about the expedition, to a site where it gets more exposure.

Sign Text or Site Detail:**Ownership:** USFS

Access to Site: 28 miles west of Lolo on the south side of the highway is the entrance to a campground and trailhead. Signs are located in a parking area just off the highway to the right of the entrance road.

General Description: Site contains two interpretive signs-one is the older, scalloped type and one is the lower fiberglass embedded with Plexiglas. They are on supports of treated lumber posts (greenish) with tapered tops on upright posts.

Feature A:**LEWIS AND CLARK ROUTE - LEE CREEK**

The trail continued to be hard to follow and undergrowth thickened as the valley narrowed. The expedition went up the ridge to the southwest. Joseph Whitehouse wrote in his journal on September 13, 1805, “... we could not git along the Indian trail for the timber, which had been down in a thicket of pine, & c...the mountains rough and rocks which appear above the timber like towers in some places.”

Feature B:**PACKING FOR THE LEWIS & CLARK EXPEDITION**

Imagine planning and packing for an 8,000 mile boating, hiking, and horseback riding trip from St. Louis, Missouri to the Pacific Ocean and back, knowing that the trip would take you more than two years! Since you will be hundreds of miles from home you will need the skills to make what you need along the way. Thorough planning and incredible resourcefulness were among the many amazing achievements of the 33 members of Lewis and Clark 1804-1806 Corp of Discovery. For most of the trip they traveled by water. Over mountain passes, such as Lolo Pass, they carried their possessions on horses obtained from the Indians through trade. They divided up and packed supplies in separate containers to prevent loss and damage. They protected their journals in sealed tin cases and carried their navigating and mapping instruments in protective bladders. Blankets became cushions in packing boxes and barrels. Boat and canoe paddles became parts of packsaddles. Lead was molded into sealable canisters to cast into bullets when empty. Congress originally appropriated 2,500 dollars for the expedition, but it ended up costing \$38,722. Government accounting lists were prepared to keep track of expenditures. When finally assembled, Lewis estimated the weight of his small mountain of supplies and

equipment at 2,300 lbs. To attract American Indian trade, Lewis and Clark used speeches, ceremonies, gifts and displays of mystifying technology such as a magnet, watch and telescope. One curiosity was an air gun Lewis purchased from a clock maker and gunsmith in Philadelphia. It looked like a muzzle-loading flintlock, but used ingenious pneumatic pump and air reservoir in its buttstock and discharged up to 40 shots without further pump action. While preparing for the expedition at Harper's Ferry arsenal in Virginia, Captain Lewis supervised the fabrication of an iron framed portable canoe called "the Experiment." The portable iron form was 36 feet long and 4 _ feet wide. Its maiden voyage was on the Missouri River near Great Falls. The frame was covered with 28 elk and 4 buffalo hides. To "pay her seams" they bought "Voyagers Grease," a paste of charcoal, beeswax and tallow. When launched "she lay like a perfect cork in the water," but a few hours later the seams opened and the canoe sank. This "mortified me not a little," wrote Lewis. Captain Meriweather Lewis used his branding iron to mark packing containers and trees near their campsites, leaving proof of ownership and their passage. Unfortunately, little is left from this historic journey. What wasn't worn out, lost or traded, was sold at public auction at St Louis in August 1807 for \$408.62. Silver and bronze peace medals were obtained from the US Mint in Philadelphia as gifts to the Indians.

APPENDIX II

EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: #15 **Name:** Lolo Visitors Center **Date:** 4/1/99

Ownership: USFS

Access to Site: 34.2 miles west of Lolo, just east of the summit of the pass. A road off the south side of the highway leads a few hundred feet to the visitor's center.

General Description: Site contains two rocky mountain style log cabins.

Features: Contains a series of concise and clearly written exhibits on the history of Lolo Pass, Lewis and Clark and Nez Perce Trail.

Evaluation: A popular stop for travelers. This small visitors center provides good historic interpretive summary and travellers information.

Recommendations:

Sign Text or Site Detail:



Site: #19 **Name:** Farthest Point West **Date:** 2/22/99



Ownership: Unknown (on Blackfoot Reservation)

Access to Site: From Browning, travel east on US 2 approximately 13 miles. Turn north at cattle gate on dirt road (approx. 300 yards past Willow Creek). The monument is located on a knoll above Willow Creek, approximately a half mile from US 2. Monument is visible from US 2.

General Description: Site is an obelisk monument on a knoll about 120 feet above Willow Creek facing west. It is located in

a gravel turnout measuring approximately 50 feet by 80 feet. The obelisk is approximately 18 feet tall and 44 inches at the base. The obelisk sits on a 15' square cement pad. The obelisk appears to be made out of cement, colored a sandy color. The base is made out of natural gray cement.

Features:

- A. Obelisk
- B. View of Flathead Range
- C. View of range to the southwest-Bob Marshall Wilderness?
- D. Willow Creek
- E. Train Track (frequent trains)

Evaluation: The location is very windy and overlooks the train tracks in a bend above the river. Site has a nice, large parking area. Do not know the ownership of the site. Great views of the surrounding mountain ranges. No sign on highway indicating site. Simplicity of the site is very pleasing. The obelisk has been severely vandalized. There is a great deal of graffiti painted on it and evidence of bullet holes. There is a great view of the mountains to the west and to the southwest.

Recommendations: The passenger train tour may mention the site on its trip. Eliminate the graffiti. A range finder at the site would be nice to point out some of the surrounding geological features. Put a sign on the main highway indicating the location of the monument (Lewis and Clark marker).

Interesting point-the site is the northern most point of the expedition. Site would benefit from more information about the expedition at this point.

Sign Text/Site Detail:

July 20, 1806
Farthest Point West
On Captain Lewis's Trip
Up The
Marias River

Site: #20 **Name:** Captain Meriwether Lewis **Date:** 2/22/99



Ownership: MDT

UTM: 12 385678/5352944

Access to Site: From Valier take MT 44 west to US 89, go 0.75 miles north on US 89. Site is MDT pullout on eastside of road, 0.4 miles southeast of Birch Creek.

General Description: The site is a roadside pullout on the eastside of the road heading north. There are two markers, one a wooden sign suspended from a wooden frame by iron straps (type A) and one a brass plaque imbedded in a base constructed

of sandstone blocks. The plaque commemorates the death of people killed in the Birch Creek Flood in 1964. The other sign consists of a frame of 8" X 8" posts stained dark red, and a wooden routed sign hanging from metal brackets. The sign is not mounted on the stone base but installed behind the base (apparently there was an earlier sign mounted on the base and this is a replacement). The pullout is paved and there is a historic marker sign to the south. The wooden sign is routed and the lettering is painted white. The site is located south of town with a 360-degree vista of mountains to the west and surrounding rolling plains.

Features: A. Sign

B. Old sign base

C. Birch Creek Flood Memorial

D. Two Medicine Creek (N. of site)

E. Mountain Range (west)

Evaluation: Classic MDT sign – looks good. The crosspiece that holds the sign shows signs of weathering. The sign shows much evidence of gunshot.

Recommendations: Use the old sign base, but keep the classic look. Indicate the actual site location of the incident referred to with a map. Guns are an important concept at this site. This site is significant in that it speaks to the only hostile encounter

of the expedition. This is a chance to address “the world Lewis and Clark came into” since it illustrates their limited understanding of it. Lewis’ misinterpretation should be highlighted – he didn’t know where he was. Possibly use a Plains Indian symbol that would indicate death (crying crow or raven?). Here is a chance to tell the story from an Indian point of view.

***MDT sites need a consistent Lewis and Clark symbol logo.

Date Installed/Updated: Old base – 8/25/1966

Designer/Manufacturer: Old base – Paul and Olive Bruner
Valier, Mont. MGMLXVI

Sign Text or Site Detail:

CAPTAIN MERIWETHER LEWIS

Of the Lewis and Clark Expedition accompanied by three of his men, explored this portion of the country upon their return trip from the coast. On July 26, 1806, they met eight Piegans (Blackfeet) who Lewis mistakenly identified as Gros Ventres and camped with them that night on Two Medicine Creek at a point northeast of here. Next morning the Indians, by attempting to steal the explorer’s guns and horses, precipitated a fight in which two of the Indians were killed.

This was the only hostile encounter with Indians that the expedition encountered in their entire trip from St. Louis to the Pacific and back. Lewis unwittingly dropped a bombshell on the Piegans with the news that their traditional enemies the Nez Perce, Shoshone, and Kootenai were uniting in an American-inspired peace and would be getting guns and supplies from Yankee traders. This threatened the Blackfeet’s 20-year domination of the Northern Plains made possible by Canadian guns.

Feature C:

(American Legion Symbol)
Emmet Ryan Post No. 36
Valier, Montana
In Memoriam
Birch Creek Flood
June 8, 1964
Dorothy Hall
Marion Hall
Marjorie Hall
Martha Hall
Kathryn Hall
Edward Hall
Jody Hall
Thomas Hall III
Patricia New Breast
Samuel New Breast Jr.
Ethel New Breast
Gilbert England
Jerry Thomas
Ralph Overlack
Dean Teakson
Peggie Bradley
Ernest Lauffer
Linda Arnoux
Joe Hamlin

Site: # 21 Name: Jct. of Hell Gate and Big Blackfoot Rivers
Date: 3/18/99



Ownership: MDT **UTM:** N46 52.869 W113 53.586

Access to Site: Sign is located on Old Hwy. 10, about 1 1/2 miles east of Missoula on I 90 frontage road. The pullout is located on the north side of the road, immediately west of junction of MT 200 and First Street. Immediately south of the pullout is a large Exxon Travel Plaza/Casino.

General Description: Site is marked with a Historic Marker sign on the Hwy. Site has an outer and inner pad defined with RR ties and a post & chain fence around the inner pad. The sign structures are 12 ft. tall, with approximately 6 inch round posts and 6 inch round crosspieces approximately 1 ft. below the tops. Signs are 4 x 6 ft. in size, and a full 1-inch thickness. All the wood on the site is painted a dark NPS brown. The flagpole is approximately 20 ft. tall, painted white, and is about 4 ft. in diameter. There is a small brass plaque on a boulder behind the pads commemorating the donators of the flagstaff, Anderson and VFW. The site is landscaped around the pads with boulders, small ponderosa pines and ground cover (rock and bark). Obelisk is 6-ft. tall, John Mullan Trail, 1853-1855, with bass relief. It sits atop a 14-inch concrete base.

- Features:**
- A. Gravel pad 35 x 24 ft. defined with old RR ties.
 - B. Inner pad with cobbles defined by RR ties and post & chain fence.
 - C. Junction of the Hell Gate and Big Blackfoot Rivers sign
 - D. Western Lumber Co. sign
 - E. Mullan obelisk
 - F. Dedication plaque on boulder
 - G. Parking barrier logs on either side of the pull out.
 - H. Defined oval log and rock feature.
 - I. Spotlight in the SW corner of inner pad

- J. Pullout approximately 200 ft. long
- K. Flagpole in NW corner of inner pad

Evaluation: The Blackfoot River sign text does not provide a strong enough message about Lewis and Clark. The text provides numerous subjects, like Western Lumber, Lewis and Clark, Indian Road, and Captain Mullan. Overall, the messages become confusing.

Recommendations: Decide on one cohesive message to emphasize.

Designer/Manufacturer: Text on the Hell Gate/Blackfoot sign is MDT.

Sign Text:

WESTERN LUMBER COMPANY

In 1910-1911, the Western Lumber Company moved its sawmill to this site in Milltown from Lothrop, near Alberton. The company was founded in 1888 by William A. Clark, a Butte copper baron and one of the most important developers of Montana. Clark built the Milltown Dam, owned the Missoula Light and Water Company and started the Missoula streetcar system that made daily runs to Bonner. He was elected to the U.S. Senate in 1901 and served one term. At his death, in 1924 or 1925 he was one of the richest men in the United States.

Western Lumber's Milltown operation employed 200 men at its peak in 1926. In 1926 it produced 30 million feet of lumber. Two years later the mill was purchased by the Anaconda Copper Mining Company, which owned the Bonner plant. The only remnant is the brick structure across the street, which served as the office building.

JUNCTION OF THE HELLGATE AND BIG BLACKFOOT
RIVERS

An important Indian road came east through the Hell Gate and turned up the Big Blackfoot. It followed that river almost to its source, then crossed the Continental Divide to the plains country. The Indians called the river the Cokalahishkit, meaning "the river of the road to the buffalo."

Captain Clark and Captain Lewis, of the Lewis and Clark Expedition, divided forces near the present site of Missoula on their return trip from the coast. Captain Lewis and his party followed this Indian road and passed here July 4, 1806.

Captain John Mullan, U.S.A., locator and builder of the Military Road from Benton to Fort Walla Walla, maintained a construction camp here during the winter of 1861-62 which he named Cantonment Wright. He was the first engineer to bridge the Blackfoot.

Site: # 22 **Name:** Travelers Rest **Date:** 3/31/99



Ownership: MDT

Access to Site: US 93, south of Lolo before you cross the Lolo River

General Description: MDT routed sign with red painted posts, type B connections, no carvings, and the same text as in Fletcher's book. A newer MDT sign is next to it, interpreting Selis. The newer sign consists of 8 x 8 posts and a 4 x 10 crosspiece, both of which are painted red. The Lewis and Clark is faded brown with round posts on a gravel pullout on a busy two lane highway in front of a heavy equipment business with a newer housing development across the road.

Features:

Evaluation: Site has an unattractive setting. The sign has a wordy, disjointed message and has faded and weathered paint.

Recommendation: Landscaping with tall aspen will block out the machinery right behind the site. Put rock bases on the signs to make them look like the older classic style. Somehow lead in the text from the Selis sign to the Lewis and Clark sign. Consider moving the sign closer to the Lolo creek. The name "Travelers Rest" suggests a peaceful setting. This is far from it.

Sign Text or Site Detail:

BITTERROOT - HOMELAND OF THE SELIS'

Since Coyote first prepared this place for human beings, the Bitterroot Valley has been the homeland of the Salish speaking peoples of Western Montana- the Qlispee (Kalispel or Pend Oreille) and their close relations and allies, the Selis (Bitterroot Salish or Flathead). Their tribal ways of life helped maintain the great abundance of this region for thousands of years. The Lolo area, called Tmsmti or No Salmon, has always been a favorite deer hunting area. Bitterroot and Camas were plentiful. Tribal elders say that long ago, the Selis consisted of at least five large bands spread between here and the Yellowstone. Smallpox epidemics and war with rifle-armed Plains tribes led the Selis to concentrate within the Bitterroot. They continued bi-annual buffalo hunts east of the mountain.

In 1855, tribal leaders and US officials signed the Hellgate Treaty, which designated the valley south of Lolo as a "conditional" reservation. Elders still recall with bitterness and grief their forced removal to the Flathead Indian Reservation in 1891. Today, the Bitterroot Valley remains of great spiritual and material importance to the Selis', who continue to revisit and utilize their cherished homeland, the resting place of countless ancestors.

APPENDIX II

EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: #23 **Name:** Father De Smet/L & C Expedition

Date: 3/23/99



Ownership: MDT

Access to Site: MT 2 at the town of La Hood (about 10 miles east of Whitehall).

General Description: Pullout consists of two signs, one of Lewis and Clark Expedition and one of Father De Smet. The pullout is built into an existing rock wall embankment. It looks like the wall is a part of an old hotel. The entire wall is 120

feet long. The pullout portion of the wall is about 3' wide by 20' long and consists of round river cobbles. There is a stepped flagstone base about two feet tall. The signs are the standard 4 x 6 size and are about 24 inches apart. Signs are about six feet tall. There is about three inches of clearance between the bottom of the signs and the wall's cement capped base. Both signs have six inch round posts which are set about eight feet apart. The Lewis and Clark Expedition sign has a routed/sandblasted bass relief of an Indian and travois coming into a village. The motif is on a 4 x 6 inch crosspiece. The Father De Smet sign has a round crosspiece with no etching.

Features:

- A. Lewis and Clark Expedition Sign
- B. Father De Smet Sign
- C. Rock Base
- D. Flagstone Wall
- E. Shadan LaHood General Merchandise
- F. Restaurant
- G. Jefferson River

Evaluation:

Recommendation:

Designer/Manufacturer: MDT

Sign Text/Site Detail:**LEWIS AND CLARK EXPEDITION CAMPSITE**

On August 1, 1805, the Lewis and Clark Expedition camped at a point 200 yards west from this spot, on the south bank of the river facing the mouth of the creek, which flows into the river from the north.

Meriwether Lewis and three others, on a scouting expedition in the hope of finding Sacajawea's people, had crossed the mountains to the northeast of here and coming down the North Boulder Valley had reached here at 2:00 p.m. They found a herd of elk grazing in the park here and killed two of them. After taking time out for an elk steak lunch, they headed upstream leaving the two elk on the bank of the river for the expedition's dinner.

Captain Clark with the expedition reached here late in the evening after a strenuous day spent in snaking the boats up the canyon rapids by means of a long rawhide tow line which had broken in the rapids immediately below here with the near calamitous results.

At the sight of two elk, the hungry men called it a day and pitched camp. Reuben and Jo Fields went on a short hunt up

the creek and killed five deer in the willow brakes, which caused the stream to be named Field's Creek, now known as North Boulder. A large brown bear was seen on the south side of the river; Clark shot a bighorn sheep in the canyon and Lewis shot two antelope a short distance upstream. Near camp was seen the first Maximillian Jay known to science. The temperature at sunrise on August 2 was fifty degrees above zero.

FATHER DE SMET

The Lewis and Clark Expedition passed here, westward bound, August 2, 1805. Captain Lewis named the Boulder River "Field's Creek" for one of the party.

In August 1840, Pierre Jean De Smet, S. J., a Catholic missionary of Belgian birth, camped near the mouth of the Boulder River with the Flathead Indians and celebrated the holy sacrifice of the Mass. Father De Smet left the Indians soon after to go to St. Louis. He returned the following year and established the original St. Mary's Mission in the Bitter Root Valley, hereditary home of the Flatheads. Fearless and zealous, his many experiences during the pioneer days have been chronicled and form a most interesting chapter in the frontier annals of Montana.

Site: #24 **Name:** Jefferson Valley **Date:** 3/23/99



Ownership: MDT

Access to Site: Pullout is located on MT 41, about 11 miles south of the MT 41/55 junction (about 5 miles north of Twin Bridges).

General Description: The pullout is located on the west side of the highway. It is about 55 ft. deep, with 10 ft. of asphalt behind the sign. The sign is mounted on 7" diameter posts that

are 8 ft. tall, with a 4 x 6 inch crosspiece. This crosspiece has a bass relief of cowboys chasing doggies. Both the posts and the crosspiece are painted a dark chocolate brown, while the sign itself is the typical brick red color. The first letter of the text ("T") has the "L and C" silhouette.

Features: A. Existing MDT pullout and sign
B. Larger pullout

Evaluation:

Recommendations: Sign needs a fresh coat of paint. There is another pullout immediately south, which is nicer and larger. It is about 300 ft. in length and 160 ft. in depth, and is lined with willows. Consider moving the sign to this location.

Designer/Manufacturer: MDT

Sign Text or Site Detail:

JEFFERSON VALLEY

The Lewis and Clark Expedition westward bound came up the Jefferson River in August 1805.

They were hoping to find the Shoshone Indians, Sacajawea's tribe, and trade for horses to use in crossing the mountains west

of here. Just south of here the river forks, the east fork being the Ruby and the west fork the Beaverhead. They followed the latter and met the Shoshones near Armstead.

On the return trip from the coast in 1806, Captain Wm. Clark retraced their former route down this valley to Three Forks, and then crossed the Yellowstone. Capt. Lewis left Clark in the Bitterroot Valley, crossed the Divide via the Big Blackfoot River and thence to Great Falls. They met near the mouth of the Yellowstone, arriving within nine days of each other.

Site: #25

Name: Beaverhead Rock

Date: 3/23/99

Montana Highway Commission

Penalty for Defacing

Features:

Evaluation:

Recommendations:

Designer/Manufacturer: MDT

Sign Text or Site Detail:

BEAVERHEAD ROCK



Ownership: MDT

Access to Site: Pullout is on MT 41 south of Beaverhead Rock, (north of Dillon).

General Description: Sign is mounted on 6” square pressure-treated posts and crosspiece. Both are 8 ft. tall. The sign is chocolate brown in color. On top of the sign it states:

On August 10, 1805, members of the Lewis and Clark expedition pushed their way up the Jefferson River’s tributaries toward the Continental Divide and the Pacific Ocean beyond. Toward afternoon they sighted what Clark called a “remarkable Clift” to the west. Sacajawea (or, as Lewis spelled it: Sah-cah-gar-we-ah), their Indian guide for this portion of the trip, said her tribe called the large promontory “Beaver’s head.”

Both Lewis and Clark agreed on the rock’s likeness to the fur-bearing animal and recorded the name in their journals. They continued south only to encounter a heavy rain and hailstorm.

“The men defended themselves from the hail by means of the willow bushes but all the party got perfectly wet,” Lewis said. They camped upstream from the Beaver’s head, enjoyed freshly killed deer meat, then pushed on the next day.

Beaverhead Rock served as an important landmark not only for Lewis and Clark, but also for the trappers, miners, and traders who followed them into the vicinity. It is the namesake for the county in which it is now located, retaining the same appearance that inspired Sacajawea and her people to name it centuries ago.

Site: #26 **Name:** Lewis and Clark Portage **Date:** 2/23/99



Ownership: MDT **UTM:** 12 483265/5259465
Access to Site: 10th Avenue South in Great Falls, major highway entering town from Lewistown (east). The site is located in front of a mobile home dealership.

General Description: MDT sign along 10th Avenue South. The sign sits upon a cobble base. The sign is located in a roadside pullout in front of a mobile home sale lot. The site is

a paved pullout approximately 30 x 300 feet. The sign structure is a typical MDT style, with a textured wood frame stained dark brown. The signboard is routed wood with a carving on the top of Lewis and Clark portaging. The sign contains a map of the river in blue on brown background with points of interest noted in white and some text. The base is 40" x 11'. The full dimensions are: 8 x 8 posts set eight feet apart, six feet high with a 4 x 6 sign. The base consists of river cobbles cemented together.

Features: A. Sign

Evaluation: Poor location for the sign. It nearly disappears in its surroundings. The sign is located in the midst of a commercial development. The road is heavily traveled by fast moving traffic making it an unlikely place for a leisurely stop. The sign is nice and has interesting information, but probably doesn't get much use. The site is not accessible at all to travelers going the other direction. One side of the sign base is damaged. It looks like it may have been hit with a vehicle for the rockwork is broken.
Recommendation: Consider moving the sign to a location that is more accessible to those likely interested in the information. If it stays in this location, consider making it more visible and more accessible. Possibly add a sculptural element and enhance it with some other reason to stop or make it easier to stop. Forewarning that the sign is there is also a possibility. The "you are here" symbol on the location map is not immediately apparent. Possibly paint it a contrasting color.

Designer/Manufacturer: Typical MDT

Sign Text/Site Detail:

LEWIS AND CLARK PORTAGE ROUTE
JUNE-JULY 1805-JULY 1806

To avoid the series of waterfalls along the Missouri River north of this point the Expedition portaged their canoes and several tons of baggage, crossing the highway right here. At the Lower camp, some 12 miles northeast, the crew made crude wagons, the wheels sliced off a cottonwood tree. The upper camp, named after the bears which inhabited the islands, was located some five miles southwest. The portage was near man-killing. “The men had to haul with all their strength, wate, and art”, Clark wrote.

The sign has a routed map of the Missouri River and the portage route. It includes White Bear Islands, Sun Medicine River, Black Eagle Falls, Colter Falls, Fountain Giant Springs, Rainbow Falls, Crooked Falls, Great Falls, Sulfur Springs, and Belt (Portage Creek).

Site: #27**Name:** Black Eagle Falls**Date:** 2/23/99**Ownership:** MDT

Access to Site: US 87 South (River Drive) in Great Falls – just north (several hundred feet) of 28th Street South. Across the street from the Veteran’s Memorial Park and the Municipal Golf Course.

General Description: Classic MDT roadside pullout with a wooden, routed sign. River cobble base with 6x6” posts

painted “rust.” Site overlooks Black Eagle Dam on the Missouri River. The site is located on a paved pullout approximately 45’ back from the road and 300’ long, about 14’ from the structure to a guardrail at the edge of the cliff above the river. The structure base is 28” X 10.5’ x 30” tall consisting of cemented river cobbles with a cement slab top. The frame is of 6 X 6 posts on the sides and a 4 X 6 post on the top. The posts are 8’ apart and hold a 4 X 6 sign of routed wood, stained red with white lettering. The sign is suspended with iron straphangers.

Features: A. Sign
B. Black Eagle Falls
C. Wild view to Northeast

Evaluation: Site has a gorgeous view of the falls, but has very little interpretation. Typical MDT sign. The paint on the signs is weathered, but there are no signs of vandalism.

Recommendations: Possibly add more info about the falls and the views. Could add native history – fishing at the falls. This could be a good location to promote the Interpretive Center or include an outdoor display tied to the Center. Consider a promenade to view falls. A good opportunity to interpret natural history information or geology. Evaluate this site in the context of what exists beyond the interp center. How do the two areas relate? Does this site serve a different market

potentially? How can the two areas work together to complement each other and satisfy the interpretive potential?

Date Installed/Updated: 1977

Designer/Manufacturer: MDT

Sign Text/Site Detail:

BLACK EAGLE FALLS

The uppermost of the Great Falls of the Missouri bears west of this point. The name is a modern one derived from an entry for June 14, 1805 in the journal of Capt. Meriwether Lewis of the Lewis and Clark Expedition. He discovered the falls on that date and wrote, "...below this fall at a little distance a beautiful little island well timbered is situated about the middle of the river. In the island on a cottonwood tree an eagle has placed her nest; a more inaccessible spot I believe she could not have found; for neither man nor beast dare pass those gulphs which separate her little domain from the shores."

After viewing the falls, Capt. Lewis ascended the hill to the former location of the smelter stack and saw "...in these plains and more particularly in the valley just below me immense herds of buffalo..."

APPENDIX II

EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: #28

Name: Fort Benton

Date: 2/24/99



Ownership: MDT

UTM: 12 523515/5298268

Access to Site: US 87-0.2 miles northeast of intersection with MT 80 (1.5 miles northeast of Fort Benton). Site is a small pullout on the right side of the highway heading northeast.

General Description: Classic MDT site-roadside pullout.

Features: A. Sign

B. View of river valley-to the southeast

C. View of mountain range-to the southeast

Evaluation: Carving on top of sign is nice-teepee village, men on horses.

Recommendation: Add some metal cutout signs on top of the sign instead of the carving. Change the color of the signs from rust to natural. Possibly use hand-hewn wood for the posts. A more rustic look would be nice. Add the consistent logo. The grammar, punctuation, and formatting need some work. Bring into the interpretation the “before Lewis and Clark” story. This is another good opportunity to talk about the world they came into-place names, natural history, and Indians before Lewis and Clark. The sign refers to a “strange mix of people.” This could use some explanation. This might be a good opportunity to illustrate the “motley crew.” The site could be enhanced with rockwork and other objects that could be viewed from cars. To make the site more consistent with the other L & C sites, consider putting the sign at this site on a river rock base.

Designer/Manufacturer: MDT

Sign Text/Site Detail:**FORT BENTON**

Captain Clark with members of the Lewis and Clark Expedition camped on the site of Fort Benton, June 4, 1805.

Originally a trading post of the American Fur Co., it became head of navigation of the Missouri with the arrival of the first steamboat from St. Louis in 1859. She boomed in the early 60s as a point of entry to the newly discovered placer mines of western Montana. Supplies were freighted out by means of ox teams and profanity.

An early observer states, "Perhaps nowhere else were ever seen motlier crowds of daubed and feathered Indians. Buckskin-arrayed half-breed nobility, moccasined trappers, voyageurs, gold seekers and bull drivers.... On the opening of the boating season..."

Site: #29

Name: Maria's River

Date: 2/24/99



Ownership: MDT

UTM: 12 536360/5308293

Access to Site: 0.75 miles south of Loma off of US 87.

General Description: Classic MDT roadside pullout with two MDT signs. The pullout is paved and approximately 30 feet wide, on the left side of the road, heading northeast. The sign

base is double, constructed of cemented river cobbles, 3 x 19' and three feet tall. The sign supports are 8 x 8 wooden posts with a 4 x 10 crosspiece. The signs are 4 x 6 routed wood with white painted lettering. The railroad sign has a routed train painted black on the top of it. To the left of these signs is a granite memorial made of polished stone, measuring 39" x 35" x 15" and is sitting on a trapezoid concrete base 15" high. This marker is dedicated to the victims of an Indian massacre that took place on May 25, 1865. It was placed by the descendents of two of the victims.

Features: A1. Maria's River Sign
A2. Railroad Sign
B. Blood Massacre Monument
C. View of cottonwoods and river bottom (behind signs)

Evaluation: Standard MDT signs in good condition. They are located in a nice setting with easy access. The granite marker is a bit incongruous. It doesn't tie in visually or contextually with what else is interpreted at this site.

Recommendation: The granite marker requires some explanation. It would be nice to know something more about the massacre and the circumstances surrounding it. There are three separate interpretations here. The Lewis and Clark one

should be readily identifiable with a characteristic look. Farther down the road, northeast of this site, at the fishing access, would be a better place to interpret the railroad near the remnant of the railroad abutment. A map would be a good addition to the railroad interpretation.

Designer/Manufacturer: MDT

Sign Text/Site Detail:

Feature A1:

MARIA'S RIVER

The Lewis and Clark Expedition camped at the mouth of this river just east of here on June 3, 1805. Lewis named it Maria's River in honor of his cousin, Miss Maria Wood (over time the apostrophe was dropped). Until exploration proved otherwise, most members of the party believed this river to be the main channel of the Missouri.

On his return trip from the coast in 1806 Captain Lewis explored the Maria's almost to its source.

In the fall of 1831, James Kipp of the American Fur Co. built Fort Piegan at the mouth of the river, as a trading post for the Blackfeet Indians and acquired 2, 400 beaver "plews" or skins by trading during the first ten days. In 1832, the post was abandoned and the Indians burned it.

Feature A2:

The railroad you see before you was the St. Paul, Minneapolis and Manitoba railway, a precursor of the Great Northern Railway. James J. Hill, owner and builder, constructed this line in record time in 1887 to serve wealthy communities. There he offered more competitive freight rates to take business away from the Northern Pacific and Union Pacific transcontinental railroads.

As railroads competed for ascendancy, Montana's cities vied for transportation facilities. Fort Benton has prospered as the head of steamboat navigation and the hub of freight and stage lines to settlements in Montana, Idaho, and Canada. As railroads replaced steamboats as carriers, this line bypassed Fort Benton, ending its economic importance in transportation. This line went directly to Great Falls, enabling that city to grow as an industrial and rail center.

Feature B:

Erected by J.H. Friend's Family Descendents of Franklin Friend for the victims of the Blood Indian Massacre May 25, 1865.

Franklin Friend-George W. Friend
Abraham Lotts-John Alley
John Andrews-N.W. Burris
Henry Lyons-James Berry

Site: #30 **Name:** A Montana Crossroads **Date:** 2/24/99

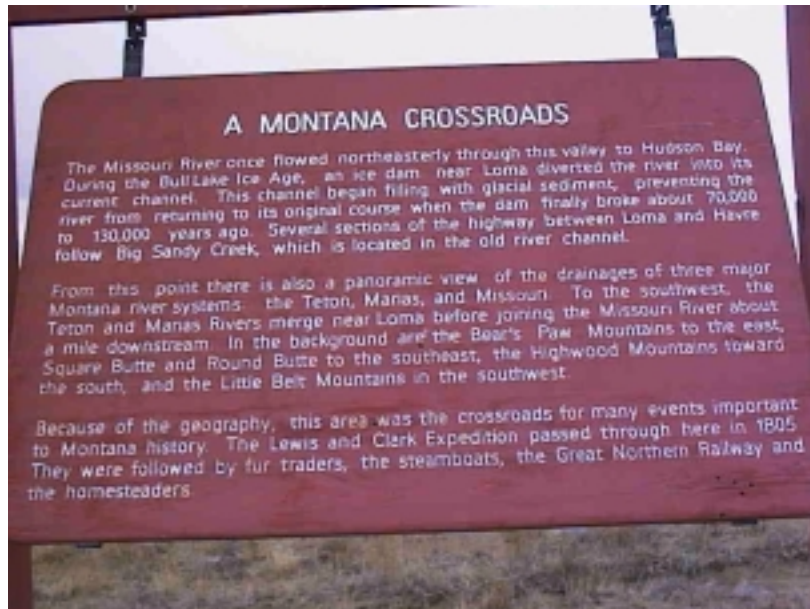
Features:

Evaluation: Nice view and good spot to talk about geology.

Recommendations: Needs some visuals. Site is a great place for a map and identifiers emphasizing landforms. Could do a map of ice lobes superimposed on a topographic map of the area for explanation of landforms. This could be a good place to get off the highway and walk a short way to a vista point on either side of the highway.

Designer/Manufacturer: MDT

Sign Text/Site Detail:



Ownership: MDT

UTM: 12

Access to Site: US 87, MP 55, three miles northeast of Loma

General Description: Classic MDT roadside pullout located on a long, skinny pullout on the west side of the road. A red routed wooden sign interpreting the geology and noting incidentally, at the end, that Lewis and Clark passed here in 1805.

A MONTANA CROSSROADS

The Missouri River once flowed northeasterly through this valley to Hudson's Bay. During the Bull Lake Ice Age, an ice dam near Loma diverted the river into its current channel. This channel began filling with glacial sediment, preventing the river from returning to its original course when the dam finally broke about 70,000 to 130,000 years ago. Several sections of the highway between Loma and Havre follow Big Sandy Creek, which is located in the old river channel.

From this point, you also have a panoramic view of the drainages of three major Montana river systems: the Teton, the Marias, and the Missouri. To the southwest, the Teton and Marias Rivers merge near Loma before joining the Missouri about a mile downstream. In the background are Bear's Paw Mountains to the east, Square Butte and Round Butte to the southeast, the Highwood Mountains toward the south, and the Little Belt Mountains in the southwest.

Because of the geography, this area was the crossroads for many events important to Montana history. The Lewis and Clark Expedition passed through here in 1805. They were followed by fur traders, the steamboats, the Great Northern Railway, and the homesteaders.

APPENDIX II

EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: #31

Name: Fort Chardon

Date: 2/25/99



between vertical uprights set 8' apart and hung by iron fasteners. The sign text begins with a routed picture of an Indian on horseback.

Features: A. Sign

Evaluation: Where was the fort? The sign frames look weathered. Nice rocks used in sign base.

Recommendation: It would be helpful at this site to have a site overview map showing trails and features (fort, river, etc.). A good opportunity to interpret the Blackfeet perspective on the fort and council meetings. Maybe have three signs—one for Fort Chardon, one for treaty stuff, and one with a map. There should be a sign on #87 indicating there is a Lewis and Clark site. Recommend Arcadian style posts for all MDT signs. This style gives the sites a more rustic look.

Ownership: MDT

UTM: 12 602972/5288359

Designer/Manufacturer: MDT

Access to Site: Secondary 236, MP 50 approximately 43 miles southeast of Big Sandy on the north side of Missouri River.

Sign Text/Site Detail:

FORT CHARDON

General Description: Classic MDT sign on a cobble base. The pullout is 20 feet deep. No carvings are on the top board. The sign is 36" x 11' x 3' tall and is constructed of 8 x 8 posts that are 6' tall with a 4 x 6 sign hung from a 4 x 10 crosspiece

Captain's Meriwether Lewis and William Clark passed through this area (1805) on their expedition to the Pacific Ocean, and

the landscape here remains much as they described it. Fur trappers and traders then followed them into the Upper Missouri region. Fort Chardon was erected (1844) on this bank, but local Indian hostilities forced its closure two years later. The north bank also was the site of two important treaty councils. In 1846, Father Pierre Jean De Smet convened the Blackfeet and the Salish here to end their open warfare. In 1855, Governor Isaac I. Stevens organized a meeting of more than 3,000 Blackfeet, Gros Ventres, Nez Perce, and Salish to produce a major treaty between the tribes and the government. This area first was a homestead in the 1880s. Traces of early homestead irrigation systems can still be seen within the National Historic District.

APPENDIX II

EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: #32 **Name:** Three Forks of the Missouri
Date: 2/27/99



Ownership: MDT

UTM: 12 453602/5085365

Access to Site: US 287 exit off of I-90 (north side) in the Wheat Montana Bakery parking lot. (old location-Old US 10, east of Three Forks)

General Description: MDT sign is located in the Wheat Montana Bakery parking lot. The sign does not have a base, so the upright posts are set directly into the ground. The frame and sign are painted a rust color and hung using type B connections. The posts are 8 x 8" and the top piece is 2 x 10" (no carving on top). The sign is set at the edge of a paved parking area. It is set in a lawn that extends up to the freeway off-ramp. There is a flagpole with landscaping around it in the near distance. South of the sign, the vista, to the east, is of mountains. Closer hills can be seen in the foreground to the east and south. Highway directional signs and light posts are also in the foreground to the south.

Features:

- A. Sign
- B. Bakery/Parking lot
- C. Highway 287
- D. Freeway I-90
- E. View of ranges and valleys
- F. View of hills to the south
- G. Flagpole

Evaluation: Difficult to locate. There is no indication of interpretation before the site. Visually the sign gets lost in the parking lot-very easy to miss.

Recommendation: Enhance the setting. Landscape around the sign. Put in better directional signs on the interstate and the off-ramp. Put a Lewis and Clark sign on the interstate. There is a captive audience here (at the bakery) and ample room for an expanded site. A good opportunity to do more interpretation. Possibly add picnic tables or otherwise enhance the area to encourage use and then take the opportunity to share information.

Designer/Manufacturer: MDT

Sign Text/Site Detail:

THE THREE FORKS OF THE MISSOURI

This region was alive with beaver, otter, and game before the white man came. It was disputed hunting territory with the Indian Tribes. Sacajawea, the Shosone who guided portions of the Lewis and Clark Expedition, was captured near here when a child, during the battle between her people and the Minnetarees. Her memories of this country were invaluable to the explorers. The Expedition westward bound encamped near here for a few days in the latter part of July 1805. The following year Captain Clark and party came back, July 13, 1806, on their way to explore the Yellowstone River. In 1808, John Colter, discoverer of Yellowstone Park and

former member of the Lewis and Clark Expedition, was trapping on a stream in this vicinity when he was captured by a band of Blackfeet. His only companion was killed. Colter was stripped, given a head start, and ordered to run across the flat, which was covered with prickly pear. The Indians were hot on his heels but Colter undoubtedly made an all-time record that day for sprints as well as distance events. He outran the Indians over a six-mile course and gained the cover of the timber along the Jefferson River. Once in the stream, he dove and came up under a logjam of driftwood. This hideout saved him from a lot of disappointed and mystified Indians. When night came he headed west, weaponless and outnuding the nudists. He traveled in this condition for seven days to Fort Lisa, his headquarters, at the mouth of the Big Horn River. In 1810, the Missouri Fur Co. built a fur trading post close by, but due to the hostility of the Blackfeet Indians, were forced to abandon it that fall.

APPENDIX II

EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: #33

Name: Gallatin Valley

Date: 2/27/99



Ownership: MDT **UTM:** Long/lat 45 degrees, 43 minutes, 54 seconds N, 110 57 955 W

Access to Site: Old US 10, two miles east of Bozeman.

General Description: MDT sign post (sign missing) at an unpaved, roadside pullout along Old US 10, on the north side of the highway. A granite marker consisting of an irregular

shaped slab of granite, about 4 x 4 feet with a brass plaque 26" x 36", is located at the east end of the pullout. The slab containing the text is supported by a second boulder against which it leans. Six feet west of it is a wooden frame about three feet tall of weathered posts and cut lumber, possibly a sign frame but empty now. The MDT sign base is about six feet west of this on a square concrete base 3' x 12' x 20" high of rounded river cobble cemented with an aggregate top. The eight-inch upright posts apparently replaced the originals, which were slightly larger. The crosspiece is 2" x 10" and seven feet above the base. The sign frame is painted a rust color. There is a routed carving, painted white, on the crosspiece of an oxen pulled wagon with a rider in the front and one in the back. In the distance to the southwest, across a fenced field, is a housing development. The railroad runs to the north several hundred feet. There is natural grassy vegetation surrounding the site. The site is between the highway and the railroad tracks.

- Features:**
- A. MDT sign frame
 - B. Bronze plaque on a rock
 - C. View of hills to the north
 - D. Mountain range to the south
 - E. 2 x 4 inch structure, 4' upright, 4' crosspiece (low to ground)
 - F. Train tracks 250' north of sign

Evaluation:**Recommendation:****Designer/Manufacturer:** MDT**Sign Text/Site Detail:****Feature A:****GALLATIN VALLEY**

Captain William Clark, of the Lewis and Clark Expedition, with a party of ten men, passed through this valley July 14, 1806, eastward bound, and guided by the Shoshone woman Sacajawea. They camped that night at the toe of the mountains on the eastern edge of the valley. Captain Clark wrote in his journal: "I saw elk, deer, and antelopes, and great deal of old signs of buffalo. Their roads is in every direction...emence quantities of beaver on this fork...and their dams very much impeded the navigation of it."

In the early 1860s, John Bozeman, young adventurer, and Jim Bridger, grand old man of the mountains, guided rival wagon trains of emigrants and gold seekers through here over the variously called Bonanza Trail, Bridger Cut-off, or Bozeman

Road, from Fort Laramie, Wyoming to Virginia City, Montana. The trail crossed Indian country in direct violation of treaty and was a "cut-off" used by impatient pioneers who considered the time saving worth the danger. Traffic was not congested.

Feature B:**FORT ELLIS**

Established as a military post August 27, 1867, by order of President Johnson and General U.S. Grant the post was abandoned December, 18, 1886. Captain William Clark of the Lewis and Clark Expedition July 14, 1806 with his invaluable guide Sacajawea and the following men: Pryor, Shields, Shannon, Bratton, Hall, Windsor, Gibson, Labiche, Chaboneau, husband of Sacajawea, Baptiste their baby, and York the slave.

Dedicated by Mt. Hyalite Chapter members of the American Revolution August 27, 1926.

APPENDIX II

EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: #34

Name: Bozeman Pass

Date: 2/26/99



Ownership: MDT

UTM: 12 515086/5051671

Access to Site: I 90, MP 321

General Description: Two MDT signs located in paved pullouts at the summit of Bozeman Pass—one on each side of the highway. Both frames are painted a rust color. No carvings are on the top pieces and no bases. The frames are of squared

timbers and are pointed on the top. The structure is 7.5 feet tall and the posts are 8 x 8 with a 2 x 10 crosspiece. The signs are set against a rocky slope that extends up about 60 feet behind them. The views to the east, west, and south are all beautiful views of the mountains.

Features: A. North sign frame
B. South sign frame
C. View to the west
D. View of the mountains (east)

Evaluation: The sign post frames are badly cracked and weathered.

Recommendation:

Designer/Manufacturer: MDT

Sign Text/Site Detail:

BOZEMAN PASS

Sacajawea, the Shoshone woman who guided portions of the Lewis and Clark Expedition, led Captain Wm. Clark and his party of ten men over an old buffalo road through this pass on July 15, 1806. They were eastward bound and planned to

explore the Yellowstone River to its mouth where they were to rejoin Captain Lewis and party who were returning via the Missouri River.

In the 1860 John M. Bozeman, an adventurous young Georgian, opened a trail from Fort Laramie, Wyoming, to Virginia City, Montana, across the hostile Indian country east of here. He brought his first party through in 1863 and the next year guided a large wagon train of emigrants and gold-seekers over this pass, racing with an outfit in charge of Jim Bridger. Bridger used a pass north of here. These pioneer speed demons made as much as fifteen to twenty miles a day - some days. The outfits reached Virginia City within a few hours of each other.

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: #35 **Name:** Shields River Valley **Date:** 2/26/99



Ownership: MDT

UTM: 12 526150/5094465

Access to Site: Old directions-US 89, MP 24, south of Wilsall. Actual directions-1/2 mile north of the town of Wilsall on US 89 (east side of the road).

General Description: MDT sign alongside the road. Sign frame consists of peeled poles and no base. The sign is painted a rust color. There is a carving on the top piece of an ox team pulling a covered wagon and two horses with riders. Site

overlooks the Shield River Valley. A typical MDT 8' peeled (and treated?) post 10 feet tall with a 4 x 6 crosspiece. The hangers are a variation with an eyebolt and strap (type C). The site overlooks a vista of the Shields River Valley and Crazy Mountain to the north. The sign is located on a paved pullout with only native grasses as landscaping. The ground drops away to the north gradually for about 30 feet then rapidly about 20 feet down to the valley bottom.

Features: A. Sign
B. View of Shield's River Valley
C. Mountain range

Evaluation: The carving at the top of the sign is difficult to see. There is evidence of vandalism on the sign (bullet holes).

Recommendation: Have something at the mouth of the stream at the freeway-message about Clark camping there (probably same info as this sign). This sign needs a stone base or rocks around it-it is just sitting out all alone. Paint a relief on the top piece to accentuate it. Why is this a site to interpret Clark? Could easily stand on Bridger alone. Interpret the naming of the river closer to the mouth. Could use some enhancement with rocks at the base. Any place north of the freeway would be good for this sign, particularly somewhere around milepost 4. Incorporate the old railroad as a trail and

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

interpret the old stage road. Could access the trail head from the fishing access on the south side of the Yellowstone at Hwy bridge 89 but this is not particularly attractive and would need a lot of enhancement.

Sign Text/Site Detail:

SHIELDS RIVER VALLEY

The river was named by Captain William Clark, of the Lewis and Clark Expedition, in honor of John Shields, a member of the party. Captain Clark and his men, guided by Sacajawea, the Shoshone woman, camped at the mouth of the river July 15, 1806, while exploring the Yellowstone on their return trip from the coast.

Jim Bridger, famous trapper, trader, and scout, guided emigrant wagon trains from Fort Laramie, Wyoming to Virginia City, Montana in the 1860s, crossing hostile Indian country via the Bozeman Trail. Bridger's route came up this valley from the Yellowstone, followed up Brackett Creek and thence down the latter to the Gallatin Valley.

APPENDIX II

EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: #36 **Name:** Captain William Clark **Date:** 2/26/99



Ownership: MDT **UTM:** 12 596735/5065321

Access to Site: I 90, MP 381, Greycliff rest area, east of Big Timber.

General Description: Two MDT signs at a rest area. One sign is about Captain William Clark. This sign is installed without a rock base. The frame is 10' tall, using 8 x 8's for posts with a 2 x 10 crosspiece on top with no carving. The

hanger is a type A. The other sign is about the Crazy Mountains (not L & C) and mounted on a typical cemented rock base that is 32" high. Its posts are seven feet taller than the base and made of natural wood. The signs are located in front of the restrooms with a chain link fence in front of them. Behind them there is a short lawn sloping away to the restroom entrance. The rest area is typical of the gray and sandstone colored brick type with a full complement of picnic tables, enameled with cast concrete bases. There are picnic shelters at the site, as well as a three-panel kiosk with a roof. Site has a mature landscape.

Features:

- A. Captain William Clark
- B. Crazy Mountain sign
- C. Restrooms
- D. Picnic Shelters
- E. Info Kiosk
- F. Parking lot
- G. Train tracks
- H. View of Crazy Mountains
- I. Chain link fence

Evaluation: The chain link fence doesn't appear to serve a function. It is unattractive and obstructs the signs. Again, the signs appear to be an afterthought. The Captain William Clark sign seems as though it was moved from another location (no base). The signs themselves are badly weathered.

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Recommendation: Explore why there is no interpretation of the explorers' stay at Park City for six days. Replace the chain link fence with a more attractive fence, possibly a low rail fence.

Sign Text/Site Detail:

CAPTAIN WM. CLARK

Feature A:

You are now following the historic trail of the Lewis and Clark Expedition. On his return from the Pacific in July 1806, Captain Clark camped for six days about forty miles downstream, near Park City. The expedition had been looking for timber suitable for building canoes ever since striking the river near Livingston. They found a couple of large cottonwoods here that would serve. They fitted their axes with handles made from chokecherry and went to work making two canoes. When finished they laced them together with a deck of buffalo hides between. Seven men, Sacajawea, and her child went curving down the river on this makeshift yacht, arriving at the mouth of the Yellowstone August 3. Captain Lewis split off north on the return trip and explored the Marias River and returned via the Missouri, joining them on August 12.

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: #37

Name: Wolf Point

Date: 2/25/99



Ownership: MDT

UTM: 13 451879/5326650

Access to Site: In Wolf Point on the corner of US 2 and Blaine Street within a little city park (green space). US 2, MP 590 west of Wolf Point (original location).

General Description: Classic MDT sign in a little park. It may have been moved from its original location...we had

different directions. The sign is located at a junction in the town on a city green space, a triangular patch of landscaped lawn surrounded by a 2.5 foot tall, two-rail, peeled post fence. In front of the sign (to the west), is a dirt pullout bordered by a low concrete barrier bolted in place. City trash receptacles are in place nearby. The sign has 6 x 6" posts that support a 4 x 6' panel and a crosspiece that measures 4 x 6". The brown paint is very faded and chipping. It does not have a base.

Features: A. Sign
B. Green way

Evaluation: Posts appear to be rotten. The site looks old and in poor shape. The paint on the signs is badly weathered and the carving is no longer clearly visible.

Recommendation: Touch up the carving and repaint the sign and posts. This little park could have some stuff added to it...rocks, structure, etc. Proximity to fast food stops would lend itself to more of a rest stop or picnic use. There should be a map with a sign. Seems like an afterthought location. The site looks as though it could function as an anchor for tourism in the city. The picnic facilities should be more developed with baths and landscaping.

Sign Text/Site Detail:

WOLF POINT

The Lewis and Clark Expedition passed here westward bound in 1805. Fur trappers and traders followed a few years later. Steamboats began making it from St. Louis up the Missouri as far as Fort Benton in the early 1860s and this was considered the halfway point between Bismark and Fort Benton. Wood choppers supplied cordwood for boats stopping to refuel. An American Fur Company packet burned and blew up in 1861 not far from here. A deck hand tapped a barrel of alcohol by candle light with a gimlet. The fumes, the candle, and 25 kegs of powder did the rest.

This district was favorite buffalo country for the Assiniboines and Souix.

A party of trappers poisoned several hundred wolves one winter, hauled the frozen carcasses in and stacked them until spring for skinning. It taught the varmints a lesson. No one in Wolf Point has been bothered by a wolf at the door since then.

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: #38 **Name:** Pompey's Pillar MDT **Date:** 2/26/99



Ownership: MDT

UTM: 12 732017/5046482

Access to Site: I 94 Frontage Road, MP 25, east of Pompey's Pillar

General Description: Sign is on a main road just east of the entrance to the BLM Pompey's Pillar site. The sign framework is constructed of 8 x 8's with vestiges of yellow/brown paint on the

uprights. There is a carving of Lewis and Clark on the crosspiece. The base is cemented cobble sized rock, multicolored with a smooth cement top. Uprights are held in place with two decorated bolt heads on the front and upright straps on the inside and outside. The base measures 3' x 11' and the uprights are eight feet apart, 6.5 feet tall with a 2 x 10 crosspiece. The sign is located on the west side of the road on a graveled pullout off a paved secondary road. There is no landscaping at the site where vegetation consists of grass and other low natural species.

Features:

- A. Sign frame
- B. Pompey's Pillar Nat. Historic Landmark sign (BLM Logo)
- C. Pompey's Pillar to the North
- D. Railroad tracks
- E. Pompey's Pillar gate and BLM sign

Evaluation: Paint on existing framework is weathered and peeling.

Recommendation: This sign is the only thing available when the site is closed. There are two community directional signs opposite the entrance to the Historic Landmark. These signs could both benefit from updating.

Designer/Manufacturer: MDT

Sign Text/Site Detail:

POMPEY’S PILLAR

Called Iishbiia Anaache or “Place Where the Mountain Lion Dwells” by the Apsaalooka (Crow) people, Pompey’s Pillar was a well-known landmark to the plains Indians. It was here, at a strategic natural crossing of the Yellowstone, or Elk River as it was known to the Apsaalooka, that the Indian people met to trade and exchange information. They painted pictographs and etched petroglyphs onto the sheer cliffs of the feature. Apsaalooka legend reports that Pompey’s Pillar was once attached to the sandstone bluffs on the north side of the river. At one point, however, the rock detached itself from the cliffs and rolled across the river to its present site.

Pompey’s Pillar was also a significant landmark for Euro-America explorers, fur trappers, soldiers and emigrants. It was discovered by Canadian North West Company employee Francois Larocque in 1805. A little less than a year later, on July 25, 1806, it was visited by a 12-man detachment under the command of William Clark that included Sacajawea and her infant son. Clark carved his name and the date on the rock and named it in honor of Sacajawea’s son. He was just one of hundreds of individuals who have left their marks on the rock for generations.

Pompey’s Pillar is now a National Historic Landmark administered by the Bureau of Land Management and is once again a meeting place for people on the northern Great Plains.

APPENDIX II

EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: #39 **Name:** Pompey's Pillar BLM **Date:** 2/26/99



Ownership: BLM

UTM: 12 7319361/5097601

Access to Site: Highway 312 off of I 94

General Description: Interpretive site with signs, visitor center, restrooms, parking lot, and a trail. The site is the area where Clark carved his name into the rock in 1806. Access to the site is through a gated entrance on the west side of the road.

There are three white painted wagon wheels with two brown gates and a brown sign on the right between them leading to a half mile long gravel road to the site which consists of the sandstone pillar and interpretation surrounding it. The pillar is a projection about 220 feet tall located about 300 feet from the Yellowstone River. Vegetation leading up to the center consists of agricultural fields with concrete irrigation ditches lining the access road. There are two wooden kiosks in the large gravel parking lot, both of which were empty of signs, along with trash receptacles and comfort stations. The parking lot is about 200 feet wide and about 150 feet long. A log visitor's center is set in a manicured lawn between the parking lot and the river. Beyond the visitor's center, there are mature cottonwood trees and native shrubs that typically line the river. There is a small garden area with a bird feeder and plastic pond and an arbor about 4.5 feet tall constructed of twigs or light branches screwed together and wrapped with a light rope. Between the interpretative center and the path up to the pillar, on the lawn, is a low granite boulder with a bronze dedication plaque. Moving beyond it, toward the entrance to the walkway leading up the pillar and just on the left, is a second dedication sign on a polished granite plaque. Access to the site is up a wooden walkway that winds itself up the pillar to the point at which the signature can be viewed. The site of the signature is covered by a padlocked Plexiglas cover and to the left of it are three bronze dedication plaques of various sizes and ages, one from

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

the Daughters of the American Revolution, one from the Masons, and one to William Foote. Also evident at this point, is surveillance equipment. From here the walkway winds up the pillar to the very top where there are two more interpretive signs and a vista of the Yellowstone and surrounding countryside with the Beartooth Mountains in the distance to the west. Below the pillar to the north is a trail leading first to a dugout canoe replica at the base of the pillar and past it to the river along what appears to be an old roadbed. There are picnic tables under the trees in this area. From the river, leading back to the south, along the west edge of the pillar, is a second old roadbed leading back to the entrance road.

Features: A. Highway marker L & C NHL BLM
B. Gate and entrance sign
C. MDT sign
D. Entrance road (1/2 mile)
E. Pompey's Pillar
F. Parking lot
G. 4 x 4' kiosk
H. 6 x 12' kiosk
I. Restrooms
J. Interpretive Center
K. Staircase
L. Inscription area
M. Overlook

N. Sign with Buffalo
O. Yellowstone River sign
P. Dugout and sign
Q. Woods on terrace
R. River cliff view
S. Older granite boulder dedication
T. Polished granite dedication stone at the base of the staircase

Evaluation: The site was officially closed for the season, but open to walk in traffic. The site obviously lends itself to natural history interpretation and living history demonstrations. Site has a very nice natural area between the pillar and the river. The quality of the kiosks in the parking lot did not seem consistent with the rest of the site. Placement of the walkway on the pillar was very good preserving the integrity of the initial view of it from the road. The plethora of dedication plaques seems to detract from the site and the existing interpretation. However, they can almost be viewed as historic in their own right.

Recommendation: The dugout would benefit from some protection from the weather-possibly displayed in the context of a diorama of camp. Upgrade the kiosks in the parking lot.

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Sign Text/Site Detail:

Feature T:

Pompey's Pillar

National Historic Landmark

Dedication to the vision and spirit of the individuals who passed this way and left an indelible mark on the history of this great nation.

Held in trust by the US Department of Interior, Bureau of Land Management, for those who follow.
July 25, 1992

(logo for Dept. of Int. and BLM)

Bronze sign on Pompey's Pillar near Clark's carving:

Pompey's Pillar

Discovered and named by William Clark of the Lewis and Clark Expedition July 25, 1806.

With Clark returning down the Yellowstone were Pryor, Shannon, Bratton, Windsor, Hall, Shields, Gibson, Labiche, Chaboneau, Sacajawea and child, York the slave.

In gratitude to Lewis and Clark, those intrepid leaders, to Sacajawea, their unerring guide and to the fidelity and courage of all the company.

This tablet is dedicated by Shining Mountain Chapter
Daughters of the American Revolution
Billings, Montana
May 24, 1928

Bronze sign near Clark's carving on Pompey's Pillar:

In memoriam Meriwether Lewis (PM) and William Clark members of PA. Lodge NO. 771, subsequently, MO. Lodge No. 1. A.F. and A.M.

This tablet placed by Billings Lodge No. 113 A.F. & A.M. At a meeting of the Lodge held here June 20, 1938.

Fiberglass sign on railing in front of Clark's carving:

"The natives have engraved on the surface of this rock the figures of animals etc, near which I marked my name and the day of the month and the year." Lewis and Clark Journals
July 25, 1806

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

The ground on which Clark stood has weathered away but his signature has not. Because of this remaining physical evidence, the site is one of the few places along the entire Lewis and Clark trail where you can be assured of standing in the footsteps of William Clark and other members of the Expedition.

Sign at overlook:

“This rock I ascended and from it’s top had a most extensive view in every direction . . . after satisfying myself sufficiently in this delightful prospect of the extensive country around, and the emence herds of buffalow, Elk, and wolves in which it abounded, I decended and proceeded on . . .”

Lewis and Clark Journals July 25, 1806

The other sign at the overlook addresses the Yellowstone River (didn’t record text)

Sign at the dugout:

REPLICA DUGOUT CANOES
Build for Lewis and Clark Trail Foundation
River float by
Huntley . . . ? Lions Club
August ????

APPENDIX II

EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: #40 **Name:** Jct. of Big Horn & Yellowstone Rivers
Date: 2/25/99



Ownership: MDT

UTM: 13 294427/5107320

Access to Site: I 94, MP 42 & 38, Custer Rest Area

General Description: Two MDT signs at a rest stop with picnic tables, restrooms, and a three panel information sign. The signs have been removed. One base is painted the

traditional reddish-brown without a rock base and one is a dark brown with a white backed carving of what looks like wildlife on the top. The signs are 10 feet tall, nine feet apart, have 8 x 8 posts, and 4 x 10 crosspieces. There is a large shake roof over the three panel information sign, which is between the two historic markers. This signboard is a bulletin board with Plexiglas coverings. Currently, there are maps and posters on the bulletin board. The drive into the rest area is paved leading to a paved parking area and the rest rooms. The parking area sits on a level place below a knoll covered in pine trees. The ground drops off steeply to the north and overlooks the junction of the Yellowstone and Big Horn Rivers. There are picnic shelters and tables arranged around the perimeter of the site on the knoll and at the edge of the overlook. There are enameled benches at the overlook and the perimeter of the parking area.

- Features:**
- A. Brown sign frame with carvings of buffalo on the top piece
 - B. Rust frame (no carving)
 - C. Information sign
 - D. Restroom
 - E. Picnic shelter on hill
 - F. 1 & 2 trashcans
 - G. View to the north-background
 - H. View to the south-mid-ground hills

Evaluation: This site is well laid out and attractively decorated. There is a good color scheme on the buildings. The only thing that detracts visually is the information sign. The site is a great spot with excellent natural landforms. It also has a nice use of landscape with lots of potential.

Recommendation: Get rid of the unattractive three panel sign. Put the information on the front of the restrooms. Move the MDT signs to where they can be set back against the hills. Stagger the signs on the hill, one above the other and possibly embedded into the hillside. The current location obstructs the views. The safety, pet, etc. signs need to be relocated and made to look nicer-they take away from the experience. Place the warning signs closer to the areas where people get off of the pavement. Possibly cut some trees to create a better view. Distribute some of the signs around the site-currently everything is on one side of the parking lot. This could be a good location for a location map showing the confluence and talking about the geology.

Sign Text/Site Detail:

JUNCTION OF BIG HORN AND YELLOWSTONE RIVERS

The area which surrounds the mouth of the Big Horn River as it enters the Yellowstone 13 miles east of here is one of the most significant areas in the early history of Montana.

The Yellowstone was known universally to the Indians as Elk River, early French explorers called it Riviere Roche Jaune. The Big Horn was called Le Corne.

Captain William Clark of the Lewis and Clark expedition, on his return trip from their journey to the Pacific Ocean, camped on the east bank of the Big Horn River, Saturday, July 26th, 1806.

The following year, on November 21st, 1807, an expedition led by Manuel Lisa, a St. Louis fur trader, arrived at the mouth of the Big Horn River. He built a fur trading post which he named Fort Remon in honor of his two-year-old son. This was the first building erected in what is now the State of Montana. From here Lisa sent John Colter to make contact with the Indians who were in winter camp to induce them to come to his post and trade their furs for goods. On this journey Colter discovered the wonders of present-day Yellowstone National Park.

In 1876 during the Sioux and Cheyenne Indian campaign of that year, General Terry and Colonel Gibbon marched up the Big Horn River to the site of Custer's defeat at the Battle of the Little Big Horn. They arrived two days after the battle. The steamer Far West, carrying supplies, plied the waters of both rivers and brought the wounded from that encounter back to Fort Abraham Lincoln, Dakota Territory.

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: #41 **Name:** Rosebud Creek **Date:** 2/25/99



Ownership: MDT

UTM: 13 399444/5124566

Access to Site: I 94, MP 112, Hathaway rest area between Forsyth and Miles City.

General Description: Two MDT signs (Rosebud and Cattle brands) at a rest stop with picnic shelters. This is a large rest stop with wooden picnic shelters painted sky blue, with black

trim, and shake roofs. The site is on a high overlook above the Yellowstone River at the junction of the Rosebud Creek. The site appears to have received recent work-some immature landscaping. There are cast concrete bases, picnic tables in six picnic shelters, an uncovered picnic table and an information board and comfort station. There are numerous exposed aggregate trashcans with green domed tops. Outside the restrooms is a bench with a concrete base and enameled top set among the trees. The Lewis and Clark sign has a base of rounded river cobbles with a red colored frame of full dimension posts. The sign base measures 33 x 11 x 36" tall. The frame is eight feet tall, the posts are set nine feet apart, and a 4 x 10 is used for the crosspiece. The other sign, which interprets brands, is merely set into the ground. It is located six feet east of the Lewis and Clark sign. The frame is about 10 feet tall with the posts set nine feet apart.

- Features:**
- A. L & C sign
 - B. Cattle Brands sign
 - C. Trash cans
 - D. Picnic tables
 - E. 1-5 Picnic shelters
 - F. Gully
 - G. Panoramic view
 - H. Restrooms
 - I. Signboard with nothing on it

Evaluation: There is a spectacular view of the Yellowstone River. The signs and picnic structures block the view of the river. The color and appearance of the picnic shelters detract from the overall impression of the site. Confusing for the two interpretive themes to be placed so close together, as though they were somehow connected without making a connection.

Recommendation: The signs should be lowered or moved to a location where they enhance rather than obstruct the view. The sign base of the Lewis and Clark sign would be more attractive if there were more cobbles and less concrete visible. Separate the two interpretive themes. Move the picnic structures so they no longer block the view. The trashcans should be located in a spot where they are still accessible to the motorists in the parking lot but do not become a focal point. Paint them a more natural color to blend with the surroundings. This is an excellent opportunity to interpret the setting and encourage people over toward the view. There is potential here to interpret the flyway.

Sign Text/Site Detail:

ROSEBUD

From July 28, 1806, when William Clark passed Rosebud Creek on his way down the Yellowstone, this river valley has served as one of the major avenues for development and trade

in eastern Montana. Innumerable trappers and traders followed Clark's route, including the American Fur Cp., which constructed Ft. Van Buren at the juncture of the Rosebud and Yellowstone in 1835. The fort proved unprofitable and was abandoned in 1843.

Buffalo hunters took over 40,000 robes from this area alone during the 1860s and 1870s, shipping them out by riverboat. The slaughter disrupted eastern Montana's Indian Lewis and Clark in Montana culture and precipitated several years of bloody confrontation culminating in the Battle of the Rosebud on June 17, 1876 and the Battle of the Little Big Horn eight days later.

In late 1882, the Northern Pacific R.R. established a siding in the Rosebud vicinity as it pushed westward. Soon a town sprang up as a livestock shipping center with Butte Cr. and the Rosebud forming a natural corral. Rail transportation quickly replaced wagon and river traffic. As Rosebud grew it even acquired its own car dealership-the Otis Davis Agency-featuring E.M.F. line. Many an old timer assumed the initials meant "Every Morning Fix'em."

APPENDIX II

EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: #42

Name: Powder River

Date: 2/25/99



Ownership: MDT

UTM: 13 467526/5176062

Access to Site: I 94 (Old US 10), MP 14, east of Miles City. Four and a half miles west of Terry on Frontage Road. The site is in a graveled pullout on the right side of the road-heading southwest.

General Description: The site is a graveled pullout just before the road crosses the Powder River. The countryside is open, rolling farmland with deciduous trees lining the riverbank. There is a railroad trestle just ahead and a road bridge next to it. The river cobble base measures 16"x 10' x 14" tall with 8 x 8" posts set 8' apart and a 4 x 6" pressure treated crosspiece with type A hangers. The signboard appears to be a relatively new sign. The railroad track is 100 feet behind sign. Approximately 500 feet from the MDT sign, off of the road near the railroad bridge, is a grave marker of Pvt. William George and Scout Wesley Brockmeyer of the 7th Cavalry. The marker is a stone painted white with black, hand painted letters. Near the river on the other side of the road is a State marker denoting Powder River Depot. This is a singular sign on a post with no accompanying text. Across the river bridge and up Highway 10 a few hundred feet, there is a fenced enclosure. It is constructed with a low wooden fence painted white. There is a sign near the opening (see text) indicating it is the burial site of 5 buffalo hunters. The headstones are limestone rocks with dates engraved into them.

- Features:**
- A. Sign
 - B. Powder River
 - C. Powder River Depot State Monument sign
 - D. Grave site
 - E. Small cemetery

Evaluation: This site has a great potential for expanded interpretation. The setting and the views are good. The site was initially difficult to locate. We had to stop in town and make inquiries. Powder River Depot sign looks old. There is no information about what the Powder River Depot was. There are obviously a number of interesting sites here (two burial sites, one near the river and one up on the knoll), but not much information about them. It leaves a visitor with questions. Recommendations: There should be a sign on I 94 indicating there is a Lewis and Clark site. This could be a great historic byway loop opportunity, using I 94 and Old US 10. The town of Terry has a wonderful old hotel, museum and good potential for services. This route could get people off of the highway and allow them to walk around. In the area of the sign, there could be a pullout picnic area near the clump of trees. You could tie in the grave sites and the MDT sign at this point. From here, there is also an opportunity to interpret natural history with a walk along a fairly natural setting along the river. A path could lead from the pullout to the river (expand the interpretation of the depot here), then follow the bank of the river (on either side) to a point where it could come up to the site of the buffalo hunters graveyard, from there back to Old US 10, and loop back to the pullout.

Sign Text or Site Detail:**Feature A:****POWDER RIVER**

This is the river that exuberant parties claim is a mile wide, an inch deep, and runs uphill. The statement is exaggerated. Captain Clark, of the Lewis and Clark Expedition, named it the Redstone in 1806 and afterwards found out that the Indians called it the same thing but they pronounced it “Wa-ha-sah.” He camped just across the Yellowstone from the mouth of the Powder on the night of July 30, 1806.

Generals Terry and Custer, moving from the east to take part in a campaign against the Sioux and Cheyenne Indians, camped on the Yellowstone about 25 miles west of here June 10, 1876. From that point, Major Reno was sent with six troops of the 7th Cavalry to scout the Powder and Tongue valleys for Indian sign. He swung further west and picked up a fresh trail on the Rosebud. It was this trail that led Custer into contact with the hostiles resulting in the Battle of Little Big Horn.

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Marker erected by Montana Department of Transportation

Feature E:

BUFFALO HUNTERS GRAVES

On 8/5/1921 G.R. Red McDonald marked these members graves with dated headstones –

1. Killed by Indians in 1878
2. Killed in a quarrel at the top of Foley Road-house in 1880
3. Three died natural deaths at the Foley Roadhouse in 1881

Prairie County Museum

APPENDIX II

EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: #43

Name: Glendive

Date: 2/25/99



that parallels the highway and goes right past the sign. The sign is a typical MDT type with red stained framework, but constructed of roughhewn 30" x 10' posts. The base is 18" high and indented in the middle to 1' high. The piers on either end are faced with cobbles cemented in place. The post on the top is 3 x 12" with 1" decorative pegs covering the bolts. The sign has type A sign hangers. The park is about 250 meters long and about 140 feet wide. It is full of mature trees and bushes. The ground slopes up directly behind the sign to the main road and up in front of the sign to a secondary road (White Chapel Road) accessing a small business district. The West Glendive Fire Department is directly across from the sign. There are also signs for a private campground, mobile homes, and other light industrial type businesses in the vicinity.

Features: A. Sign
B. Park
C. Highway (Old US 10 and new I 94)

Ownership: MDT

UTM: 13 519716/5216708

Access to Site: Old US 10, MP 326, west of Glendive. Sign is in a small green space or undeveloped park along side the road. Access is by an unpaved road.

General Description: MDT sign located in a little roadside park off of I 94. There is a two-track access road to the site

Evaluation: The site is not readily evident from the main road. The sign faces away from traffic and there is no indication on the highway that it is there. The sign currently is in a "ditch" of the highway.

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Recommendation: Move the sign to a location that is more accessible and has a view of the countryside. Move the sign closer to the highway exit or the river. MP 210 where the highway intersects would be a better spot. There is a view of the river from here. Is there a rest area that might be a better location for this sign? Consider eliminating this sign altogether.

Date Installed/Updated: 1969

Designer/Manufacturer: GAS

Sign Text/Site Detail:

GLENDIVE

A yachting party consisting of Captain William Clark, of the Lewis and Clark Expedition, six of his men, Sacajawea and her child floated by here August 1, 1806, navigating a craft made by lashing together two hollowed-out cottonwood logs. It was Clark's birthday and the outfit had to land that afternoon to let a herd of buffalo swim the river ahead of them.

Sir George Gore, a "sporting" Irish nobleman, arrived on the scene to hunt in 1855 with Jim Bridger as a guide. Gore's harvest during an eleven-month stay in the Yellowstone Valley

included 105 bears, over 2,000 buffalo, and 1,600 elk and deer. He hunted for the thrill of the chase and trophies, only infrequently using the meat. The Crows, who occupied this country, hotly protested the devastation of their food supply.

It was Sir George who named the local tributary to the Yellowstone River "Glendive," and the town assumed the same name 25 years later. During the cattle boom of the 1880s, Glendive became the "Queen City of the Crow Land." In 1884, 12,800 pilgrims or eastern cattle were unloaded here in one week to help stock the range. They may have been "barnyard stock" but their progeny grew up rough, tough, and hard to curry.

Smaller sign attached to the top of the sign-Erected by Montana Highway Commission-penalty for defacing.

APPENDIX II

EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: # 44

Name: Sun River

Date: 3/18/99



Ownership: MDT

Access to Site: Located on US 287, about 2 miles north of Augusta (US 287/MT 21 junction), at the top of a rise. Pullout is located on west side of road.

General Description: The sign is the classic MDT design. It is mounted on a cobble stone base that is 10' x 24" x 24". The frame consists of round 8" posts, set 8' apart, that are 6' tall and

have a 4 x 6" crosspiece across the top. The sign is a painted 4 x 6' with 2 x 4" framing.

Features: Pullout and 1 sign.

Evaluation:

Recommendations: Identify where the Sun River, Haystack Butte, and the travel route that Lewis followed from the Continental Divide east.

Sign Text or Site Detail:

SUN RIVER

The Sun River was called the Medicine River by the Indians in the days of the Lewis and Clark Expedition (1804-1806). The Indian name was probably given because of an unusual mineral deposit possessing marked medicinal properties which exists in a side gulch of the Sun River Canyon west of here.

This country was claimed and occupied by the Blackfoot Nation in the frontier days. After the Indians were confined to reservations it became cattle range.

In 1913 the U.S. Reclamation Service built a storage and diversion dam near the mouth of the canyon and the water is used for irrigation on the valley and benchlands east of here.

APPENDIX II

EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: #45 **Name:** Upper Missouri Visitor Center

Date: 2/24/99



Ownership: BLM

UTM: 30 meters west and 15 meters

south of site 58

Access to Site: Travel north on Front Street through Fort Benton. Visitor Center is on the west side of Front Street. The center is only open during the summer. You can get permission to go into the center by calling (406) 538-7461 during the winter.

General Description: Site consists of an old one-story house set back from the street about 80 feet. There is a low hedge between the street and the lawn with a sidewalk leading up the center of the lot to the front door. The public area is in the front rooms of the house. There is an information desk, natural history display, artifacts from Ft. Benton, and a brief display on Lewis and Clark with portraits and biographies of each of them, plus an overview of their trip. There is also a 13-minute video on Lewis & Clark (we didn't watch it). The visitor area of the house is decorated to look like a pioneer style house-coal burning fireplace, décor, etc. The rest of the house is maintained as an office and residence.

Features:

Evaluation: Cute little visitor's center. Site does not have much in the way of interpretation. It mostly is a visitor information center-probably caters to rafters.

Recommendation: Possibly use a copy of a sign that was designed for another location (to save money) to install at this location. Is there a need to broach the Lewis and Clark subject at this location? There is ample information elsewhere in the vicinity.

Sign Text/Site Detail:

APPENDIX II

EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: #46

Name: Decision Point

Date: 2/24/99



Ownership: BLM **UTM:** At sign Zone 12, 537775/
5307964. At trailhead 537564/5307879.

Access to Site: East of US 87 on gravel road just south of the Marias Bridge south of Loma there is a graveled turnaround at a trail head bordered by a wooden drift fence or blizzard fence.

General Description: The site consists of a short trail to the top of a bluff overlooking the confluence of the Marias and Missouri Rivers. The bluff is a three lobed overlook, each with a low sign. A three-sided fence surrounds the overlook site. The 2 x 3' signs are fiberglass embedded, have a NPS style with steel frames set at an angle on a low steel post base. There is a fantastic view from the trail of the confluence and a mountain range in the distance.

Features: A. Decision Point Sign
B. Fort Piegan sign
C. Ophir sign
D. Knoll
E. Trail
F. Beautiful view of confluence (in distance is mountain range)
G. Trailhead parking area

Evaluation: The site was difficult to find because there were no highway markers. The trailhead sign is badly weathered. **Recommendations:** At or before the highway tie in historical MDT sign with this site and include a map of the trail. A road sign is needed on the main highway to indicate the trail. Move the Blood Massacre Memorial to this site or at least tie the two together somehow. Add some interpretation at the trailhead for people who don't want to or are not able to hike the trail.

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Viewpoint should include pre- Lewis & Clark information. The existing trailhead sign should be replaced. A sign should be placed on the gravel road indicating the trailhead. The Ophir sign should tie in with Loma. It would be nice to see the plat of Ophir over the top of the landscape as it is now for orientation. This is a good opportunity for watchable wildlife or wildflower signs.

Sign Text or Site Detail:

Feature A:

The Lewis and Clark expedition camped at the junction of the Marias and the Missouri Rivers between June 2- 12, 1805. The long stay allowed the group to rest and contemplate a dilemma which river flowed over the “Great Falls” described by the Mandan Indians? Information provided by the Mandans the previous winter had been reliable to this point. But finding the Marias River was a surprise. The correct decision would lead the expedition to the best route across the Rockies. A wrong decision could strand them unprepared for a potentially deadly winter. Lewis led a small party up the Marias. Clark did the same along the Missouri, but turned around just short of the falls.

Their decision was a judgement call. The Marias was swollen and muddy from spring run-off. The Missouri was clear with a rocky bed, characteristic of rivers recently emerging from the mountains. The Captains were confident the Missouri was the correct route, and their decision was rewarded when the falls were discovered on June 13, 1805.

APPENDIX II

EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: #47 **Name:** James Kipp Recreation Area
Date: 2/24/99



Ownership: BLM

UTM: Zone 12, 674095/5276890

Access to Site: US 191

General Description: Site contains a campground, day use, boat launch, restrooms, and interpretive signs. The interpretive structure sits on a 22' diameter concrete pad. It is a shake roofed and enclosed structure 21 feet across, 8' tall in the front, and 8' deep framed structure with 1 x 6 beaded tongue and groove siding. It is located at the entrance to an extensive camp area with camping and visitor facilities in a heavily wooded river terrace area adjacent to the Charles Russel Wilderness (wildlife viewing) Area and on the banks

of the Missouri River. The interpretive signage is done in full color and Plexiglas covered. The right hand panel contains a map of the recreation area. The middle panel deals with natural history and contains large multicolored pictures of plants and wildlife. The third panel interprets history with a short paragraph dedicated to Lewis and Clark. In front of the signs, there is a large lichen covered granite boulder suitable for a seat. The approach to the site is down a gravel road which becomes a loop drive in front of the sign and takes off from there to access the camp area.

- Features:**
- A. Sign the Mighty Missouri Lifeblood of the Plains (4 x 6')
 - B. Sign Pause and Experience the Amazing Diversity (4 x 8')
 - C. Sign James Kipp Recreation Area (4 x 6')

Evaluation: Site is attractive and well done. The signage is placed in an attractive setting.

Recommendation:

Sign Text/Site Detail: The text from the sign that pertains to Lewis and Clark...

Lewis and Clark passed here with their Corps of Discovery on May 24, 1805, during the second year of their adventure, and camped just 2 _ miles up river. Members of the expedition sailed and poled, but mostly pulled their boats up river, averaging 13 miles a day against the formidable current.

APPENDIX II

EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: #48 **Name:** Missouri Breaks Byway **Date:** 2/24/99

Features: A. Sign



Evaluation: Sign frame design is attractive and well constructed but seems inappropriate for the location. The setting and surroundings of the sign are not attractive. Site appears to be a strange location for the sign. Sign has been heavily vandalized-bullet holes, etc. The byway and road signs don't do a good job of indicating where you really are. Turns and junctions aren't easy to figure out. The byway itself is a wonderful drive. The vegetation is very natural looking scrub cedar, pine, and sagebrush with no real evidence of human intervention. There are dramatic vistas in all directions as the road follows the top of the highest ridgeline above the Missouri River.

Recommendation: Maybe add some warning signs? Need to know if you can get the entire way through-locked gate? We were quite far into the byway drive before we encountered adverse road conditions and determined we needed to turn back. This was an unstable time of year for road conditions. The road condition should be posted at the entrance or access limited to avoid mishaps by those who are less than cautious. Better signage to make it easier to locate the byway drive.

Ownership: BLM

UTM: 12 635570/5273026

Access to Site: Sign is 10.5 miles along the road to the byway from Winifed.

General Description: Sign is along the byway. The sign includes a map with regulations and warnings. Sign has information on history on the other side (see text).

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Sign Text/Site Detail:

Feature A: (this is the text on the sign that pertains to Lewis and Clark)

Early Exploration

The first white explorers to visit this area were Lewis and Clark in 1805. They described the Bad Lands as the “deserts of America.” On May 26, Captain Clark climbed to a high point north of the river and saw snowcapped mountains for the first time. His journal entry is poignant as he first rejoices at their progress, then ponders the difficulties of crossing the Rockies. The setting for these events of Lewis and Clark adventures can be seen in the panorama for Sunshine Ridge.

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: #49 **Name:** Toston Dam (BLM) **Date:** 3/21/99



Ownership: BLM

Access to Site: US 287 exit (approximately 2 miles south of town of Toston); then 5 miles on gravel road to Toston Dam and BLM recreation site.

General Description: The sign is located in a fairly primitive gravel parking lot and picnic area. The entire site is about 90 ft. x 200 ft. It is located approximately 30 ft. back from the

reservoir. There are 4 picnic shelters on the south side of site, right above the lake. There is a cul-de-sac turnaround on the west end. The site is located about 100 yards west and upstream from Toston Dam. The sign is located in the very SE corner of the parking lot, and does not play a prominent part. The sign does allow the viewer to see a large rock face while reading the sign. The primary use of the site appears to be for boat access-a number of boat trailers were parked in the area. The sign is a 40 x 40" plywood sign on two 4 x 4' supports that are 8 ft. tall. It is a fairly new sign with a chocolate brown background and white lettering. There are 3 logos (too large); the left logo is the Lewis and Clark logo, the middle logo is the BLM logo, and the right logo is the Montana seal.

Features: A. Sign.
B. Parking lot.
C. Picnic tables
D. Toston Dam and Reservoir
E. Rockface
F. Juniper/sage/yucca covered hills to the north

Evaluation: Text is good, the sign material is poor, and the location is incidental.

Recommendation: Site needs landscaping and overall theme structural elements. There should also be some signing on the highway indicating there is a Lewis and Clark historical site.

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Designer/Manufacturer: See sign text below

Sign Text or Site Detail:

LEWIS AND CLARK TRAIL

The Lewis and Clark Expedition passed this way on their westward trek across the continent. Expedition members camped on the west side of the Missouri River on July 26, 1805, a short distance upstream from the present day Toston Dam.

It was near this location on July 26 that Captain Meriwether Lewis discovered and described *stipa comata*, commonly known as needle and thread grass.

Captain Clark also identified the large spring on a map, which still can be seen .5 mile below the dam. The rocky cliffs on either side of the River downstream from this location were significant landmarks previously described to the expedition leaders by Indian informants at Fort Mandan in present day North Dakota. The cliffs were described as the “little gates of the mountains,” where in the informants terms, the second chain of Rocky Mountains approached the River. The more notable “gates of the Rocky Mountains” are located approximately 60 miles downstream.

APPENDIX II

EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: #50 **Name:** Giant Springs/Heritage State Park
Date: 2/23/99



Ownership: State Parks & Montana Power Company

Access to Site: 3.5 miles from the USFS Lewis and Clark Interpretive Center (Giant Springs Road)

General Description: The site is a park on the river at the site of the springs and fish hatchery. The park is well developed

with picnic areas and play areas for children, restroom facilities, and drink vending machines. At the water's edge, there are three metal signs measuring 20 x 32" with two 10 x 12" text plaques attached. The main sign includes a map and a sketch of the Lewis and Clark Expedition. There are meandering paths and mature trees throughout the site. The walk at the river is paved with benches for viewing and paths to islands near the edge of the river. Uphill (6'?) about 150' east of the springs is a bronze plaque 24 x 30" mounted on a granite boulder 6' x 4' x 4'.

Features:

- A. Bronze plaque
- B. Metal sign
- C. Metal sign

Evaluation: Great park around the fish hatchery and Giant Springs, nice landscaping, lots to see and do. Well developed and attractive interpretation.

Recommendation: Tie the site into visitor's center. Use the "consistent logo." Change the signs to use natural bases-boulders or stepped rocks-to mimic the natural surroundings at the water's edge across the river.

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Sign Text/Site Detail:

Feature A:

Lewis and Clark
on Their Historic Expedition to the Pacific Coast
Discovered This
Giant Fountain
June 18 - 1805
In Honor of Their Courage, Fidelity and
Patriotism of the Explorers
This Tablet is Here
Placed and Dedicated
By
Black Eagle Chapter
Daughters of the American Revolution
Great Falls, Montana
May 30 - 1928

Feature B:

THE PORTAGE

In order to bypass the falls, the expedition had to go cross-country with their boats and cargo. The portage required the most difficult labor so far. The ground was rutted and covered with cactus, which cut through their rawhide moccasins. Violent rain and hailstorms slowed

their progress. They were also troubled by Grizzlies and no one was safe to be alone. The final portage route was 18 _ miles long and ended at White Bear Island.

The falls have since been covered by dam backwaters.

Lewis-finding of the Great Falls proved that the expedition was on the right course to the Pacific as described by the Indians. In his journal, Lewis wrote “[it] soon began to make a roaring to tremendous to be mistaken for any cause short of the great falls of the Missouri... the Cascade... is a smooth even sheet of water falling over a precipice of at least eight feet... [and] forms the grandest site I ever be held.”

Feature C:

THE EXPEDITION

The expedition called Corps of Discovery opened vast new areas to American expansion and commerce and won peaceful relationships with the Indians. As a scientific expedition the Corps was unsurpassed. Its members identified

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

many new plants, fish, reptiles, birds, and mammals. The cost of the expedition was \$39,000.00. Never had so much been accomplished for so little.

Captain Meriwether Lewis left Washington DC in June 1803. He hired men and boats then floated down the Ohio to join Captain William Clark. They camped for the winter on the Mississippi where they trained the rough woodsman into an organized team. On May 14, 1804, the expedition started up the Missouri with 51 men, three horses, a dog, two large boats, and several small canoes.

The expedition spent the winters of 1804 and 1805 with the Indians. The party arrived at the Great Falls of the Missouri on June 13, 1805. Continuing up the Missouri they traveled cross-country to Idaho then on to the Pacific Ocean. In 1806, they returned to Missoula, Montana. Clark went southeast to explore the Yellowstone River. Lewis went northeast to the Great Falls and down the Missouri to meet Clark. The expedition returned to St. Louis in September 1806.



APPENDIX II

EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: #51 **Name:** Missouri Headwaters State Park

Date: 2/27/99



Ownership: State Park **UTM:** Zone 12, 462446/5086217

Access to Site: Off Old US 10 or Secondary 346 or 205, six miles north of Three Forks

General Description: This is an extensive recreation area extending up the Missouri River for four miles, both day use

and camping, fishing access, and watchable wildlife. At four miles, there is a large industrial plant, eight miles north of the end of the park. The road through the park follows the river and the railroad tracks near the north end. Rising up from the riverbed at the north end of the park is a large rock face. The landforms in and around the park are varied with knolls and benches from which to view the meandering river. The “Floating the Missouri” sign is a cream and brown painted plywood sign 4 x 5’ on a black 4 x 4” steel base set at an angle and mounted one foot off the ground in front. The “Fishing the Headwaters” sign is a 4’ x 30” anodized aluminum on a black sign mounted on a similar 4 x 4 steel frame. Also at the site are a restroom, firepits, and picnic tables. The site faces the cliff on the north across the river. There appears to be an old railroad grade across the water at the base of the cliff. The use area is graveled and lined with vertical railroad ties, natural brushy vegetation on the riverside, and grass on the roadside.

Features: A. Fair-weather boat ramp-parking area

1. “Floating the Missouri”
2. “Fishing the Headwaters.”
3. Cliff to northwest
4. Boater information kiosk

B. Missouri River

C. Old railroad bed on west side of the river-runs north-south

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

- D. Present railroad bed on east side of road-runs north-south
- E. Bridge that crosses the Missouri
- F. Fort Rock Picnic Area
 - 1. Pioneer graves-cemetery
 - 2. Identifier at top of knoll
 - 3. Centennial acre sign-on knoll
 - 4. Native flora sign
 - 5. Colters Run sign
 - 6. Fur Trappers sign
 - 7. Three Forks post-1810 sign
 - 8. Fur trade sign
 - 9. In commemoration sign
 - 10. NHL plaque on granite stone
 - 11. Lewis and Clark arrive at Headwaters sign
 - 12. Sacajawea Captured sign
 - 13. Welcome to Headwaters sign
 - 14. Native Americans sign
 - 15. Relief Map
 - 16. European interest in the Missouri sign
 - 17. Louisiana Purchase
 - 18. View of Lewis Rock
 - 19. Knoll with interpretive trail
 - 20. Picnic shelter-1st

- 21. Picnic shelter-2nd
- 22. Picnic area-below
- 23. View of the Madison-Jefferson River
- 24. View of Gallatin River
- 25. Railroad tracks
- 26. Granite dedication sign
- 27. Gravesite/Memorial?-Clark M. Maudlin
- 28. Centennial Acre-below
- 29. Contributors sign
- 30. Restrooms under interpretive area/shelter
- 31. Restrooms in parking lot
- 32. Pump house

Evaluation: The overall look at the entrance to the park is a bit piecemeal. The restrooms are weathered and old looking. The information board is weathered and damaged. There are many different ages and types of signage-not a good introduction to a good facility. The restroom figures prominently against the view of the Gallatin Hotel from the entrance parking area. Feature A has too many styles of signs and no cohesiveness. The signs should be together with landscaping. The plywood “Louisiana Purchase” sign is weathered and is peeling paint.

Recommendation: The entrance should reflect the quality of the rest of the site. The signs should be updated and consistent. This is a good place to introduce the Lewis and Clark journey with an overview. Feature A: Lewis and Clark could be added to this site. This is an excellent opportunity to show where Lewis & Clark floated the river. “You can practically reach out and touch where Lewis and Clark were.” This is one of the few places where you can get really close to where Lewis & Clark were. Fit the theme of floating the Missouri Headwaters-then and now. Good spot to effectively use sculptural elements. Feature F: Site has too much interpretation. All the dedication markers detract from the message of the interpretation. The Centennial Acres dedication sign is outdated. The plywood signs are badly weathered and need to be replaced. Great opportunity for some three-dimensional interpretation. Exciting interpretive shelter design. Peak identifiers are good but showing signs of vandalism.

Sign Text/Site Detail: On the west side of the river is an area of manicured lawns, picnic tables, one piece aggregate restrooms, a loop trail overlooking the Missouri, and a unique interpretive structure constructed of logs and rock with a sod covered roof. Also at the site are a pioneer graveyard and numerous dedication markers.

Feature F Signs:

There are numerous signs at this site, many of them pertain to Lewis and Clark and are recorded as follows. Photographs were taken of all the signs at this site. Principal panels: screen printed on radius corner, rounded edged “ ” plywood. Printed colors on tan background mounted 25” off the ground at 30-degree angle on steel mounts with attached overlapping aluminum text panels. Text panels: 3/8” aluminum brown colored radius cornered, beveled edged panels-approximately 18 x 24” with engraved gold colored text. Mounts: 4 x 4” steel posts (2), angled 30 degrees, 25” from ground with steel 4 x 4”, attached to top extending out for attached text panels.

Feature F-4:

NATIVE FLORA

The native vegetation of this area appears much the same as

when Lewis and Clark

Properly. Thank you.

Buckwheat Brush

Big Sagebrush

Pincushion Cactus

Prickly Pear Cactus

Saltbrush

Bluebunch Wheatgrass



Feature F-5: The Headwaters Region was the setting for the legend of...

COLTER'S RUN 1808

In the fall of 1808, John Colter and John Potts, both former members of the Lewis and Clark Expedition, were trapping up the Jefferson River. Angered by previous encounters with white men, a band of Blackfeet attacked the two trappers. Potts was killed; Colter was stripped and told to run for his life. Heading out across the plains, Colter outdistanced all but one of his pursuers. Nearly exhausted, Colter turned on the Indian, killing him. The trapper continued on to the river, where he hid under a snag. The Blackfeet searched for him but finally gave up at darkness. Colter emerged and headed for the trapper's fort on the Big Horn River, a journey he made in seven days.

Feature F-7: Easy river access and large numbers of beaver made the Headwaters a logical place for the...

THREE FORKS POST-1810

In 1810, Manual Lisa of the Missouri Fur Co. sent a large party of 32 trappers under the command of Pierre Mendar and Andrew Henry to establish a post at the Headwaters. Arriving

on April 3, 1810, they built a "small enclosure" consisting of a "fort and trading house at the forks between the Jefferson and Madison Rivers."

They accumulated large numbers of beaver, but grizzly bears and Blackfeet killed several trappers.

Among the dead was George Drouillard, the Shawnees half-breed admired by Lewis and Clark for his wilderness skills. Col. Mendar finally concluded that it was hopeless to maintain a post at the Three Forks. In the fall of 1810, the trappers abandoned the attempt to establish a permanent trading post at the Headwaters.

Feature F-8: The Headwaters drew many trappers because of its beaver population.

FUR TRADE

Lewis and Clark had barely returned to the east when spurred by their report of vast numbers of beaver, Manual Lisa formed the Missouri Fur company. Recruiting several veterans of the Expedition-John Colter, George Drouillard, John Potts, and Reuben Fields-along with other trappers, Lisa established a fur post on the Big Horn, and next, in 1810, at the Three Forks. His monopoly of the fur trade was destroyed by the

War of 1812 and by Indian hostility. In the 1820s and 1830s, two other fur companies (Rocky Mountain and American) continued to trap in the headwaters Region employing men whose names were to become legendary: Jim Bridger, Kit Carson, Jim Beckworth, and Jedediah Smith. By the 1840s, however, the beaver in this area had been trapped to near extinction, and silk hats became more fashionable than fur; large scale trapping at the Headwaters passed into history.

Feature F-10: National Historic Landmark-1962 (bronze plaque on granite stone)

Feature F-11: Lewis and Clark explored the Missouri River in search of the “Northwest Passage.”

LEWIS AND CLARK ARRIVE AT THE HEADWATERS JULY 1805

“The object of mission,” wrote President Thomas Jefferson to Meriwether Lewis and William Clark, “is to explore the Missouri River and such principal streams of it... as may offer the west a direct and practicable water communication across the continent.”

Lewis and Clark, along with 32 other members of the Expedition, camped on the banks of the Jefferson near here. Although they realized by then that the Missouri would not lead directly to the Pacific, they still considered it “an essential point” in the geography of North America. The Expedition rested here, exploring the surrounding area and noting the wide variety and abundance of game and plants. The following year, Clark and some members of the Expedition returned here on their way east.

Feature F-13: Welcome to the Headwaters of the Missouri River.

Here the confluence of the Jefferson, Madison, and Gallatin Rivers marks the beginning of the Missouri River and forms the largest drainage system in the United States. Lewis and Clark in 1805 called this point “three forks” and named these rivers in honor of prominent statesmen of the time.

For centuries, the Headwaters have been a common meeting ground for the Indian tribes that roamed these mountains and plains. It became a focal point in European politics in the late 18th century and it was hoped that a Northwest Passage to the Pacific Ocean would be found by tracing the Missouri to its source. After the Lewis and Clark Expedition dispelled this myth, the confrontation between the Indian and white cultures began a century of conflict and accommodation.

This park has been registered as a National Historic Landmark by the Secretary of the Interior. We hope these historical displays showing events characteristic of the development of the Western Frontier will add to your enjoyment of this unique site.

Feature F-16: The Missouri River and its drainage were key elements in European conflicts.

EUROPEAN INTEREST IN THE MISSOURI

Throughout the 16th and 17th centuries, England, France, and Spain competed in the search for a water route across North America. Explorers such as De Soto, La Salle, de la Verendrye believed that the Mississippi-Missouri was the fabled Northwest Passage to the wealthy Orient. By 1760, the French had penetrated farther up the Missouri than any other nation, but England emerged from the French and Indian Wars as the strongest power on the continent. With the birth of the United States in 1776, a fourth entered to contest for domination of the western lands. The power struggle continued for another 25 years, with the United States siding with first one European nation, then another.

In the end, the desire of France to limit England's power made possible the purchase of the Western Territory by the United States.

Feature F-17: The Missouri and Mississippi River drainages determined the boundaries...

LOUISIANA PURCHASE-1803

This acquisition, as well as the exploration, of the Mississippi-Missouri by the white man was carried out against a background of European power politics. In selling the Louisiana territory to the U.S., Napoleon of France acquired money to further his own ambitions against England, while at the same time setting up against England "a maritime rival who will humble her pride." For the United States, the Louisiana Purchase was "an event of such magnitude that its results are beyond measurement. It doubled the area, adding resources of incalculable value, providing a potential that was certain to make the U.S. a great power and guaranteeing our expansion beyond the Rockies to the Pacific.

...There is no aspect of our national life, no part of our social and political structure, and no subsequent event in the course of our history that it has not affected."—Bernard De Voto

Feature G:

1. Peak identifier-south of Feature F
2. Foot trails all over the knoll-return to Feature F

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Feature G is located south of Feature F also on the left side of the road and another graveled parking lot with restrooms facilities and hiking trails that leads up to the top of a rocky bluff with landform identifier interpretation, overlooking the river and foot trails. Landscaping at this site is natural with boulder and peeled log boulders on the parking area, low, slatted, benches at the parking area as well as off the trail above. Treated wood directional and use signs and an empty metal sign base presumably trail identifier information. Signage is a mixture of painted (stained) wood and oiled wood and metal in all shades of brown. The restroom is cream or yellow colored with brown trim and a sod roof.

Feature H:

1. Missouri Headwaters sign-trailhead
2. Headwaters Viewpoint sign

Feature H is another river access on the right side of the road (west) graveled with upright low posts around the perimeter of the parking or drive-in area. The sign is 17" x 22", steel sign on a 4 x 4 steel post. The site also contains a Headwaters vicinity map and two wooden picnic tables. The old roadbed at the south end of this site becomes the parking lot for the other site across the road. Many square interpretive trail markers posts are visible throughout the area on both sides of the road.

Feature I: Campground

1. Log cabin and sign
2. Thomas...Flour Mill sign
3. Interpretive trail starts in Feature G
4. Pumphouse
5. Kiosk and restrooms
6. River

Feature I is a camping area with log cabin interpretation, drift fences, some domestic landscaping, picnic tables, RV dump station, graveled entrance delineated by upright railroad ties, natural vegetation, and interpretation of historic themes. This is the beginning of an interpretive trail.

Feature J: Interpretive pullout-introduction to park with regulation signs

1. Information board
2. Missouri Headwaters State Park Facilities Map
3. Logo and regulations
4. Restrooms
5. Gallatin Hotel-historic
6. Interpretive trail to hotel
7. Interpretive sign-Gallatin City
8. Relief Map and fence around it
9. Flag pole

Feature J is a pullout with location and park entrance signs, restroom of the same yellow/cream and brown with sod roof.

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Large relief maps, old Gallatin City hotel and interpretation. Vertical railroad tie retainers back the area map and relief map. Peeled and treated wood flag pole and large landscape boulders around the site. Nature interpretive trail markers are visible at various points. Vista is of hills surrounding entire area. The site is in a grassy field setting. The main entrance sign to the park is a bit farther down the road to the south. It is similar to the exit sign at the opposite end of the park. Farm buildings are visible just beyond the southern boundary of the park on the other side of a log drift fence. Cattails are on the westside of the road.

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: #52 **Name:** Bannack State Park **Date:** 4/30/99



Ownership:

Access to Site: Gravel and/or dirt road leading north from Grant to Bannack between Secondary 324 and 278

General Description: Broad, open valley ringed by hills and mountains through ranch land with scrubby desert vegetation, sage, and grass. At the entrance to the restored ghost town of Bannack, is a large granite boulder on which a DAR plaque

was installed in 1925 noting the Lewis and Clark Trail of 1806. The boulder is set in the ground next to a National Historic Landmark marker of similar construction

Features:

Evaluation:

Recommendations: Do some interpretation right near where you pull off to go north to Bannack so a person wouldn't have to go all the way north if they didn't want to. This could be called Shoshone Cove or Horse Creek Prairie. Interpret the Lewis and Clark and the Nez Perce Trail. Could advertise Bannack (classic MDT potential Bannack sign from rest area). Also, there is a good opportunity to interpret the geology giving an overview of the passes. This area could be developed as a loop by using Secondary 324 – north to Bannack and east again on Secondary 278 back to I 15.

Sign Text or Site Detail:

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: #54 **Name:** Fort Union Trading Post **Date:** 2/25/99



Features: A. L & C sign
B. River gravel signs
C. River transportation sign
D. Ft. Union sign
E. Ft. Union reconstructed
F. Missouri River view
G. Picnic area
H. Sidewalk

Evaluation:

Recommendation: Don't add anything. Lewis and Clark are not the focus of this site. Suggested changes to the sign: The map should show the confluence of the rivers and landforms rather than existing towns, and show something from the journals. The map should indicate where you are standing. Sign should indicate what you are looking at across the river. The fort is great.

Ownership: NPS

UTM: 13 571387/5316485

Access to Site: Secondary 327, 11 miles south of Baineville. Located at the Fort Union National Park site.

General Description: Sign is located on a paved trail leading up to Fort Union. It is a classic NPS sign. It overlooks the confluence of the Yellowstone and Missouri Rivers.

Sign Text/Site Detail:

Feature A:

LEWIS AND CLARK TRAIL

Meriwether Lewis and William Clark were among the first to recognize the suitability of this site for a fur trading post. Their

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

expedition (1804-1806) passed through this area on its way to the Pacific Coast.

The explorers noted that the riverbanks here had a gravel base and were situated well above the flood level. Cottonwood and ash were readily available for construction. The site provided a broad vista which would prevent approaching Indians from being concealed. Indians on their trading migration would also be able to see an outpost from a great distance.

On their return journey, Lewis extensively surveyed and charted this site and the land near the junction of the Yellowstone and Missouri Rivers. Today, Fort Union is a designated stop on the Lewis and Clark National Historic Trail.

This sign includes a painting of the expedition, a map of the route, and a piece of the journal entry. There is a logo for the Lewis and Clark National Historic Trail.

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: #55

Name: Fort Peck Dam

Date: 2/25/99



Ownership: Corps of Engineers

UTM: 13 396360/5318031

Access to Site: See Louanne's notes

General Description: See Louanne's notes... Overlook with parking lot and restrooms. Short paved trail to the overlook and the interpretation signs. The signs measure approximately

24 x 36" and are cream colored embedded fiberglass with Plexiglas covers. They are set on steel 2 x 4" frames with steel 2 x 6" bases.

- Features:**
- A. Sign Peculiar White Water Named the Milk River
 - B. Sign Lewis and Clark at Big Dry River
 - C. Sign Summits at High Hills...
 - D. Walk way to overlook
 - E. Views that are described on signs
 - F. Wooden kiosk in parking lot
 - G. Picnic shelter

Evaluation: Signs had all of the elements, but were dull. Fiberglass imbedded signs are getting boring. The maps in the background are very faded and faint.

Recommendations: Could use some "along the way maps" to tie this area into the bigger picture of the whole journey. Maybe add a map to the larger signboard in the parking lot.

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Sign Text or Site Detail:

Feature A:

Look slightly to your left at the end of Fort Peck Lake to find the highest hill in this area, today called Signal Hill. It was near this area Capt. William Clark first viewed the named Milk River as enters the Missouri River. Lewis and Clark concluded correctly that this was the same river that Hidatsa Indians at Fort Mandan referred to as the “River Which Scolds At Others”. Imagine how like an oasis in the middle of the prairie these tow converging rivers must have seemed.

Lower left corner:

“The water of these river possesses a peculiar whiteness, being about the colour of a cup of tea with the add mixture of a tablespoonful of milk. From the colour of its water we called it Milk River, Capt. Clark who walked this morning on the Lard. Shore ascended a very high point opposite to the mouth of the river: he informed me that he had a perfect view of the river and the country to which it passed... “ - Capt. M. Lewis, Wednesday May 8, 1805

Right side:

Scientific Discovery: White apple, (*Psorlen esculenta*)
“The white apple is found in great abundance in this neighborhood... our epicures would admire this root very much, it would serve them in their ragouts and gravies instead of the trufles morella.” - Capt. M Lewis, Wednesday May 8, 1805

On all three signs...

Excerpts taken from The Journals of the Lewis and Clark Expedition, Volume Four, April 7 – July 27, 1805. Gary E. Moulton, Editor

Produced in cooperation with Travel Montana, Dept. of Commerce Montana’s Missouri River Country (logo) Army Corps of Engineers

In the background graphics of all signs are faint copies of the original maps and journal entries.

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Feature B: LEWIS AND CLARK AT BIG DRY RIVER

With No Running Water, the Stream was called Big Dry River.

As you look straight south across Fort Peck Lake, it doesn't make much sense that an area inundated with so much water could be called the Big Dry. Yet, in 1805 when Lewis and Clark named it, instead of an arm of the lake, the Big Dry was a tremendous, relatively dry riverbed. The Big Dry was so impressive, Lewis and Clark thought it extended possibly as far southeast as the Black Hills. Unlike streams they were familiar with in the east, which flow all year, an intermittent stream like the Big Dry was a curiosity to Lewis and Clark.

"Today we passed the bed of the most extraordinary that I ever beheld. It is as wide as the Missouri is at this place for _ a mile wide and not containing a single drop of running water; some small standing pools being all the water that could be perceived... This stream we called Big dry river" Capt. M. Lewis, Thursday May 9, 1805

Scientific Discovery:

The Willet (catop.....)

"I killed four plover this evening of a different species from

any I have yet seen... the notes of this bird are louder and more various than other of this family..." Capt. M. Lewis Thursday May 9, 1805

"We saw a great quantity of game today particularly of Elk and Buffaloe, the latter are now so gentle that the men frequently throw sticks and stones at them in order to drive them out of the way." Capt. M. Lewis Thursday May 9, 1805

Feature C:

Summits of High Hills Were Covered with Pine

"About 5 P.M. my attention was struck by one of the party running at a distance towards us and making signs and hollouring as if in distress... he (Private Batton) informed me... he had shot a brown bear which immediately turned on him... we finally found him... and shot him through the skull with two balls... it was a monstrous beast... These bear being so hard to die reather intimidates us all; I must confess that I... had reather fight two Indians than one bear;" Captain M. Lewis, Saturday May 11, 1805

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Lewis and Clark at the Pines

Scan the horizon across Fort Peck Reservoir to your right. The stretch of land past York Island is an area called the Pines, site of Lewis and Clarks May 11, 1805 encampment. They noted enormous herds of elk, buffalo, deer and antelope at this site as well as the first pine trees they had seen on the upper Missouri since leaving Fort Mandan. This piney area must have been a sight for sore eyes after passing through so many miles of relatively bare hills and gullies.

Scientific Discovery: Greasewood (*Sarcobatus vermiculatur*)
“There is another growth that... is becoming extremely troublesome... the wood is firm and stif, the branches beset with a great number of long, sharp, strong, woody looking thorns;” Capt. M. Lewis, Saturday May 11, 1805

“Saw today some high hills on the Stard. Whose summits were covered with pine... it is of the pitch kind but I think the leaves somewhat longer than ours in Virginia... There is a dwarf cedar growing among the pine on the hills;” Capt. M. Lewis
Saturday May 11, 1805

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: #56

Name: Howard Creek

Date: 4/1/99



Features: A. Three panel sign

1. Lolo trail
2. American Indian travelers
3. Lewis and Clark

B. Parking loop

C. Restroom

D. Treed rise background to three panel sign

E. History by the Foot sign

Evaluation: Very attractive signs and setting with a nicely done kiosk. Good sign graphics and format.

Recommendations: Put in a better landscape around the restroom and a more defined path to the sign. Do something with the island sculpture.

Sign Text or Site Detail:

Ownership: USFS

LEWIS & CLARK

Access to Site: 19.2 miles west of Lolo

General Description: The site consists of a trailhead and a campground. The entrance is a graveled road with restroom facilities at the entrance. A three panel sign is located on a rise of similar construction to the Fort Fizzle sign but the make of the pressure treated square posts and natural bolts and washers is different. The fiberglass embedded signs are Plexiglas covered with metal borders.

Lewis and Clarks “Corps of Discovery” passed here on September 12, 1895, on their way west to the Pacific Ocean. One month before, Captains Meriwether Lewis stood atop the continental divide at Lemhi pass, 200 miles to the southeast and scanned the awesome mountain ranges that filled the horizon. From that viewpoint he wrote: I see “...immense

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

ranges of high mountains still to the west of us with their tips partially covered with snow.”

The mountains surrounding you are the northern end of the ranges he scanned. When the party reached the fringe of these mountains Lewis observed in his journal: “ the road through this hilly Country is very bad, passing over hills & thro Steep hollows, over falling timber etc. etc....”

Even though they were skilled and experienced frontiersmen, the explorers didn’t know the extent of the Rockies, nor the possible routes through them. They had assistance from Shoshoni and Salish who guided them west in 1805. When they returned in 1896, they enlisted the help of the Nez Perce. Captain Clark gratefully acknowledged their indispensable work in his journal of June 27, 1806: “...we are entirely surrounded by the mountains from which to one unacquainted with them would have seemed impossible ever to have escaped...without the assistance of our guides...those Indians are most admirable pilots...”

The gratitude that Lewis and Clark felt toward the Nez Perce, Shoshoni, and Salish was not honored by later generations.

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: #57 **Name:** Fort Peck Indian Reservation
Date: 2/25/99



Ownership: MDT **UTM:** See Louanne's notes

Access to Site: US 2, MP 612, city of Poplar

General Description: MDT sign along US 2 in front of the Poplar Museum-Indian Arts and Crafts.

Features: A. Sign
B. Sternwheeler behind the sign
C. Old fort building (museum) behind the sign
D. Fort Peck Tribes Museum-Dakota/Dakoda (across the street)
E. Tribal office buildings across US 2
F. Tribal war memorial west of sign
Street to the east of the sign is Court A.

Evaluation:

Recommendation: Keep the sign base, but change the sign. Project should be done in partnership with the Tribe and the Museum across the street. Have the sign be the Tribe's interpretation. Incorporate museum, memorial, etc.

Sign Text/Site Detail:

FORT PECK INDIAN RESERVATION

Fort Peck Reservation is the home of two tribes, the Assiniboines, whose forefathers were living in this vicinity when Lewis and Clark came up the Missouri in 1805, and the Dakota (Sioux), descendants of the "hostiles" who fiercely resisted the white invasion of their homelands. Some of the Dakotas took part in the Minnesota uprising of 1862 and

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

moved west when the Army tried to round them up. Others took part in Custer's demise at the Battle of the Little Big Horn in 1876. The Assiniboines, also of Dakota descent, split from the Yanktonai band in the early 1600s and migrated west. They shared the vast Blackfeet hunting territory set aside by the Treaty of 1855 from which Fort Peck Reservation was created in 1888 when 17,500,000 acres were ceded to the government. Part of the tribe resides on the Fort Belknap Reservation, 160 miles west of here.

Named for Campbell Kennedy Peck, Fort Peck was originally a fur trading post established near the mouth of the Milk River by Able Farwell for the Durfee and Peck Co. in 1866-67. In 1873, the Bureau of Indian Affairs began using part of the post as Fort Peck Indian Agency. Flooded out by an ice jam on the Missouri in 1877, the agency was moved to its present site at the mouth of the Poplar River. The earlier site now rests under the waters behind Fort Peck Dam.

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: #58 **Name:** Lewis and Clark Monument
Date: 2/24/99



Ownership: City **UTM:** 12 525221/5296107

Access to Site: Front Street in Fort Benton Park along the Missouri River

General Description: Site has a statue of Lewis, Clark, and Sacajawea overlooking the Missouri River. The statue is built

on top of a large rock, which sits on a concrete ramp and overlook. The statue is lighted. There are two signs associated with the statue. The site consists of a concrete overlook built above the Missouri River containing a bronze sculpture of Lewis and Clark. Approaching from the south, there is a Park Service-type sign mounted low on double wooden posts.

Features:

- A. Statue/monument
- B. Ramp & overlook
- C. Lewis & Clark Sign (describes the statue)
- D. Bronze sign/plaque
- E. Fir trees – two provide background
- F. Three flag poles & granite rock with bronze plaque
- G. Two lights illuminating the statue
- H. Missouri River

Evaluation: Park Service style sign does not blend with the rest of the site. For the most part, the site is well done.

Recommendation: For enhancement to the area, consider interpreting the historic bridge in the center of town that is now a footbridge. Possibly add some views of the river while addressing Lewis and Clark. The other side of the bridge/river looks more natural and wild. Consider moving the signs to the east side. There is a visitor information center, located at the old fire station, which is being remodeled. The center is

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

located on Front Street nearly in the center of town. The center is on the riverside of Front Street (east). This should house some interpretation of Lewis & Clark. We weren't able to go into the building.

Date Installed/Updated: 1976 for bicentennial by Fort Benton Community Improvement Association.

Designer/Manufacturer: See sign text below

Sign Text or Site Detail:

Feature A: The granite boulder on which the sculpture sits is 15' NS by 10' EW and 6' tall. The statue itself is 8' tall and it is inscribed: Bob Scriver 1975. The sculpture is a bronze of Lewis and Clark, spyglass raised, looking out over the river facing east with Sacajawea, with young Pomp on her back, and seated at their feet to the south.

Feature B: The overlook circle is about 45' in diameter, surrounded by a textured cement wall that grows from about 2.5' at the entrance to about 4/5' (reconcile size differences) 26" tall with 4 X 6 square wood railings atop painted red-brown. Access to the sculpture and the overlook is from an aggregate sidewalk that fronts the river. The walk leads naturally to the overlook and becomes an extension that rings

the inside of the overlook. The floor of this circle is aggregate and there are two concrete benches about 25' each on the inside set into the perimeter wall on the SE and NW. The ramp is 7' x 22" and at the bottom are 2' tall steel post barriers set 5 ft. apart, and painted red-brown. The structure is ringed by large pink granite boulders and native shrubbery. The ground drops away in front of the overlook to the river, which is lined with natural bushes and undergrowth. The water of the river is about 75' from the base of the overlook.

Feature C: The sign is cream and dark brown with Plexiglas over the silkscreen in a metal frame, and sits approximately 6 feet from the entrance ramp to the overlook. The sign title is "Lewis & Clark Trail" but the subject is the statue itself, the Montana memorial and the decision at Marias River. Sign is 36" X 24" embedded fiberglass under plastic with a steel frame and base. It is a Park Service grid type with a brown band on the top and a cream-colored sign background. The frame and base are painted red-brown.

Lewis and Clark Trail National Historic Monument Fort
Benton, Montana

The Montana Memorial

Decision at Maria's River

The Lewis and Clark Memorial was Fort Benton's contribution to the Nation's Bicentennial in 1976 and is the state of Montana's official Memorial to the Expedition. Total cost was \$175,000. The statue is heroic –sized (1/6 larger than actual). It was cast by the lost-wax process at the Modern Art Foundry in New York City. The bronze weighs 2 _ tons, is 21 feet high, and was brought from New York upright on a semi-trailer! On the trip problems were encountered with interstate underpasses. It caused many a head to turn, but the Captains were not recognized until the statue was west of the Mississippi.

The 85-ton granite base was a gift from Tanner Brothers Quarry near Square Butte, Montana. The rock was transported in mid-winter over frozen roads to save the roadway, on a thirty-wheeled trailer.

Artist Bob Scriver spent an entire year in research before beginning his three-year effort. Equipment, clothing, body features and faces are historically accurate. A few interesting features are the similarities of faces to the Captains, made from composites from all known paintings. The Harpers Ferry rifles are accurate even to the name on the hammer plate. The actual telescope carried by Lewis was the pattern for the one he holds; the compass in Clark's hand was modeled from the one he used.

Indian lore is Mr. Scriver's forte, and the statue shows his vast understanding of the Plains Indian culture. Sacajawea's dress is that of Shoshoni, who were her people. She is carrying a skinning knife and an awl; a strike-o-light hangs from her belt. Sacajawea is also wearing many rings and bracelets. Clark mentions her fondness for jewelry which he often gave her on the trip. On her back she carries Jean Baptiste in a blanket, folded to free both her hands. Secured to the baby's blanket is a serpent's pouch containing his umbilical cord; such a pouch was worn by all male children of the Plains people. Pouches for a female were shaped like a turtle. The packboard is missing since it was lost overboard a few days before their arrival at the mouth of Marias River. The artistry of the memorial is rated among the ten top major statuary of western art. Bob Scriver is the west's greatest living sculptor; he states that this is his most outstanding work.

Lewis, June 9, 1805

"I indevoured to impress on the minds of the party all whom except Capt. C. being firm in the belief that the N. Fork was the Missouri and that which we ought to take; they said very cheerfully that they were ready to follow us any where we thought proper to direct but that they still thought that the other was the river..."

River and Plains Society - logo

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Feature D: A bronze plaque 35" X 24" mounted atop a 38" high concrete pedestal.

State of Montana Lewis & Clark Memorial
The explorers at the Marias
Sculpture by Robert Macfie Sriver

Presented in commemoration of the Lewis and Clark
expedition
1804-1806. Dedicated June 13, 1976. As a Bicentennial
project of the Fort Benton Community Improvement
Association.

Thomas L. Judge – Governor

Commission Members
Joel F. Overholser
Phillipe E. Sriver
Gail M. Stensland
Steven L. Kahler
John Lepley
Joan L. Stewart
Jon G. West

Architecture by Richard I. Shope
Granite Base by Tanner Brothers

Feature E: Three mature fir trees east of the flagpoles.

Feature F: A 22' wide aggregate walkway leads up to an area containing three flagpoles. Below the flagpoles is a 4' tall granite boulder ringed at the base with a bronze collar. It contains a bronze plaque measuring 16" X 24". The subject is Ft. Benton and the Ft. McCloud Trail.

APPENDIX II

EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: #59

Name: Ryan Dam Park

Date: 2/23/99



Ownership: Montana Power Company

Access to Site: Three miles NE of Great Falls on US 87; then 4 miles E on Morony Dam road.

General Description: Site has company houses, a conference building, a picnic shelter, a dam, and a powerhouse. Two signs/monuments refer to Lewis and Clark near the conference

building that appear to be “early” interpretation. Site has impeccable maintenance. A rock monument with a brass plaque overlooks Ryan Dam. The plaque is set in a large granite boulder set on end and surrounded by a green twisted metal picket fence. A newer board fence stretches northwest and south in either direction from the boulder. On the south, this connects to a chain link fence protecting the river edge of the overlook. Mature, domestic landscaping is found throughout the site. There is a low-lying, dry laid, sandstone rock wall on the uphill side of the road opposite the sign. The wall averages 2 feet tall and has a manicured lawn. The landscaping extends north from the road to the base of a rock face to the north. Just northwest of the sign, is a lightpole painted white. The boulder is set on a trapezoid concrete base accessed down a narrow, paved road and located in the northwest corner of a 300’ square graveled parking lot. On the west side, is a large building of undetermined use. It has multiple doors with windows all around and a porch or veranda surrounding the entire building. Inside is a large room with hardwood floors. Across the parking lot, to the east, is an obelisk with a bronze plaque noting Lewis and Clark Passed Here 1805-06 set in an oval section lawn with a concrete curb and in front of a large lilac bush. The drive goes down to the dam, and along it are many other segments of low walls and dry laid rockwork. There is a CCC era style picnic shelter against a rock outcrop on the west. All this is located on an island accessed by a bridge (handicap accessible).

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Features: A. Plaque on boulder sign
B. Conference building
C. View of dam and powerhouse
D. View of canyon walls to the south
E. Rock wall adjacent to road
F. Obelisk sign
G. Cliffs to the north



Evaluation:

Recommendation: Leave it – it is a very nice site. Add a tribute to the people who built the site. Add information on native uses of the area, for example fishing at the falls. This could be a good site for a sculptural element (like a native fisherman out on one of the rocks).

Sign Text or Site Detail:

Feature A:

Great Falls
of the Missouri River
Minni-sose-tanka-kun-ya (Sioux)
discovered by
Capt. Meriwether Lewis
June 13 1805
Power development by the Montana Co.
1915
Heighth (spelled like this on sign) falls 77.8 ft.
Heighth 65 ft. Length of spillway 1000 ft.
Maximum head 155 ft.
Maximum capacity 90,000 hp
Acm co.



A 6 ft. tall granite boulder sits atop a 40 x 40" cement pad. The plaque on the boulder is 28 x 36", and enclosed with an 8 x 8' iron (painted green) fence. The fence is 3' tall.

Feature F:

Lewis and Clark
Passed here
1805-06

An oval bronze plaque is attached to a cement obelisk (height 78", base 23", top 13") and it sits on a 32 x 32 x 8" cement base. The bronze plaque is 15x18".

APPENDIX II

EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: #60a

Name: Rainbow Dam

Date: 2/23/99



Ownership: State Parks & Montana Power Co.

UTM: 12 484554/5264114 (?)

Access to Site: 4.2 miles from junction of River Drive N. and Giant Springs Road (3.5 miles from L & C Interp. Center).

Features:

- A. 24x36" plywood sign on steel base
"Saleing on dry land"

- B. 24x36" plywood sign on steel base The Right Choice
C. 24x36" plywood sign on steel base (not L & C) Generating Electricity
D. View of falls closest to dam
E. View of falls in mid-ground
F. View of the Missouri River in distance – making bend out of sight
G. Sign base made of 6" posts (framing 8x8' space) – no sign

Evaluation: Signs are not very attractive and the paint is chipping off the plywood. The steel sign bases are intrusive. Recommendations: Combine this site with site 60b. The rock wall could be higher and the signs could be mounted onto the rock wall. The memorial benches should be removed or moved so they don't obstruct the view. The 6" post sign base without a sign should be removed. Separate the signs to have "theme" areas. The two Lewis & Clark signs could be mounted on the wall (lower than the current installation) and Generating Electricity could be move to a large boulder overlooking the dam. Use larger boulders for the sign bases. There is an interesting view of the falls immediately below the overlook, and currently, there is not a safe way to view these falls. Signs should relate to the locale. The theme should flow smoothly. Mention the relation to Great Falls and saleing. Why are there

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

so many parking spaces at this location? This is not a real trailhead. However, it is near city bike trail.

Sign Text/Site Detail: There are two signs about Lewis and Clark, “Saleing on dry land” and “The Right Choice”, plus one about “Generating Electricity,” on a paved overlook looking north. There are two benches of cast concrete with dedication plaques on the parking lot side of the site and the signs on the riverside. All of this is on an exposed aggregate pad with a low sandstone block wall. Large sandstone boulders are at the edge of the paved parking area. There is an empty wooden sign frame to the south about 50’ consisting of 6” peeled posts framing an area about 8’ X 8’. The surrounding landscape has a two rail, peeled post fencing of upright treated posts with horizontal rails inserted. Rolling, open countryside and natural grass make up the landscape (lots of power lines also). There is a vista to the north of the dam and railroad bridge across the river.

Feature A and B: Signs have a common element of Lewis and Clark busts in the upper left corner with dark brown on cream paint on plywood signs measuring 24” X 36” and attached to steel post bases.

Feature A:

“Saleing on Dry Land”

The expedition made carts to haul baggage over the 18 mile Portage. The men pulled them until, near exhaustion, they Dropped in their tracks to sleep at days end. One of the men Decided to try rigging a sail on the cart. It was “saleing on dry land which was as good as 4 men hauling on the harness.”

Feature B:

The Right Choice

The “decision at the Marias” which took place about 50 miles east of this point, was all important to the fate of the expedition. Select the wrong river and face failure. The discovery of the Great Falls of the Missouri located about 3 _ miles down stream from here, meant the captains had made the right choice.

APPENDIX II

EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: #60b **Name:** Lewis and Clark Scenic Overlook

Date: 2/23/99



Ownership: State Parks and Montana Power Co.

UTM: 12 484840/5263740

Access to Site: 5.7 miles from junction of River Drive N. and Giant Springs Road. Five miles from the Lewis & Clark Interpretive Center.

General Description: The site is an overlook similar to 60a and very close in proximity to 60a. Same “look” and same sign types. The site is an irregular shaped paved overlook 20’ X 40’ with low sandstone blocks and three signs arranged around the perimeter overlooking the dam, plus two cast concrete benches. Four danger signs, two to the right and two to the left, are on the slope about 40’ below the edge of the slope. They are yellow and black 24” x 36” signs on steel posts. One multicolored danger sign is 40’ to the left of the overlook (red, blue, and black on a white background). The plywood sign is on a 4 X 4 wooden post and says, “Danger-this river channel floods suddenly. River channel below the high water mark closed to public access. For your safety stay out of this area below the high water mark: MPC.” To the left of this is a 40” regulation sign on double treated 6 X 6 posts that are the same color scheme as the interpretive signs, dark on cream. Lewis and Clark signs are the same format as the site below (60a). Entrance to this pullout is a large wooden structure stained brown and white with upright peeled posts, horizontal timbers, and two square signboards.

Features:

- A. Rainbow Falls sign
- B. A Walk on the Wild Side sign
- C. “Saleing on Dry Land”
- D. View of Rainbow Falls
- E. Step Falls – view to the NE
- F. River winding off into the distance

Evaluation: Site is nearly identical to site 60a-same layout and design with similar messages on the signs. Lots of parking spaces that are probably used for trail parking. The interpretation information is crowded into one tiny spot in a huge parking lot. The multiple sign themes create a look of confusion. The danger signs distract from the interpretation. “Regulation” signs and interpretive signs are the same color, causing confusion and a loss of interest. There is a sign at this site that is identical to a sign at site 60a, why?

Recommendations: Position the interpretation and use signage to make better use of the entire site. Possibly make this site about Lewis and Clark and native names or a perspective on the falls, and make site 60a related more to interpreting the dam or geology and natural history (or vice-a-versa). Replace the benches with something that blends into the setting better (rock and wood). Signs should be made of a different material (plastic, for example).

Sign Text or Site Detail:

Feature A:

RAINBOW FALLS

In his journal, Lewis describes Rainbow Falls as... “one of the most beautiful objects of nature. Its edges as regular and straight as if formed by art. Water dashing against the rocky

bottom rises into foaming pillows and glides away hissing, flashing and sparkling...” Lewis also referred to these Falls as “Handsome and Beautiful.”

Feature B:

“A WALK ON THE WILD SIDE”

Captain Lewis discovered the Great Falls of the Missouri June 13, 1805.

The next mornings discovery of rainbow and Crooked Falls made him curious about the area being portaged. Later on that day Colter Falls and Black Eagle Falls, had a run in with a grizzly bear, faced down three charging buffalo and was spooked by a “Tiger Cat”. deciding that all the beasts had made a league against him, Lewis made it back to camp below the Great Falls just before a search party set out to find him.

He had traveled some thirty miles that day.

(Sketch) Some historians speculate That the “Tiger Cat” noted by Lewis was a wolverine.

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: #61

Name: West Bank Park

Date: 2/23/99



Lewis encountered the Grizzly Bear. It contains numerous raised fireplaces and cast picnic tables. Large sandstone boulders, delineating pullouts for parking and the edge of the gravel access roadway, border the park.

Feature: A. Sign

Evaluation: No evaluation or recommendations. The sign put up by the Portage Route Chapter LCTHF is badly peeling plywood with a silk screen on a steel monopad mount. It does have a nice wildlife viewing opportunity.

Date Installed/Updated: Sponsored by LCTHF Portage Route Chapter, July 4, 1986.

Ownership: City park

UTM: 12 476821/5262527

Access to Site: 4th Street NE from the upriver side of the West Gate Mall. 17th Ave NE & 3rd St NW. There is no signage on the main traffic route so this site is very hard to find.

General Description: Site is a long park along the banks of the Missouri. The park is between the river and the railroad tracks. Only one interpretive sign is at the park. View looks across the river to Sacajawea Island. This is the site where

Sign Text or Site Detail:

Feature A - Sign measures 34 x 32" and made of plywood. It is painted cream (peeling paint) and has a steel base.

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: # 62 **Name:** Lewis and Clark Campground
Date: 4/1/99



Evaluation:

Recommendations: Site is a good place for more interpretation. This site was the first opportunity to get off the highway since we started up the trail. Put the Lewis & Clark logo on the campground sign. The main feature should be Lewis & Clark interpretation. Add some rock and plant landscaping at the picnic turn around island

Sign Text or Site Detail: Lewis & Clark struggled through one of the most grueling expeditions ever made across North America. They depended on wildlife for food and spent countless hours describing plants and animals including the grizzly bear, in their journals. For them, the grizzly evoked awe and scientific curiosity.

Ownership: USFS

Access to Site: 15.7 miles west of Lolo on the south side of the road is the entrance to the campground.

General Description: Low lying sign supported by 6 pressure treated posts. The sign is fiberglass embedded, metal framed, and Plexiglas covered.

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: #63

Name: Itch-ke-pe Park

Date: 2/26/99

General Description: Site is along the banks of the Yellowstone River. It consists of a picnic area, fishing area, restrooms, and campgrounds. The park is fairly large with mature cottonwood and other deciduous trees. However, it is not well maintained. Many of the facilities show signs of damage or wear. There is an information bulletin board near the restrooms with a donation box. There is a picnic shelter type structure near the restrooms that appears to be relatively new. There is a wooden, difficult to read, sign at the entrance with city information (Kiwanis Club stuff).

Features:

- A. Sign
- B. Park grounds
- C. Restrooms and info kiosk
- D. Yellowstone River
- E. View of cliffs across river
- F. MT 78 and bridge over river

Evaluation: The entire site is marginal and in need of updating. The facilities in the park are old and in disrepair. The sign looks like it is placed on a temporary base.

Recommendations: Could be an attractive setting on the river. The park could use some updating. The sign would benefit from some artwork or illustration and a more attractive base. Perhaps it could also be put in a spot that looks a little more



Ownership: City of Columbus **UTM:** 12 636192/5054084

Access to Site: I 90 to Columbus, South on MT 78, west on Pike Street, south on 78th Street to park (on east side of road). The site is in a city park on the Yellowstone River.

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

deliberate (enhance the setting of the sign). Maybe expand the text of the sign to include some information about the Indians who gave it that name. Add more information placing the quote in the context of the journey. Possibly explain some of the geology (why the mouth of the Rosebud is no longer at this location).

Sign Text or Site Detail: The interpretation consists of one sign panel on galvanized steel posts, roadside style, routed and painted white on brown, stained solid board 24” tall and 36” wide bolted onto base, roughly “I” shaped sign with extensions on the top and bottom to simulate broken edged boards. The sign is set between two camp areas with cast base, wooden topped picnic tables, and steel, ground pit firepits. The view in the background is of a flood debris pile, river channel, and a modern bridge crossing the Yellowstone.

Itch-kep-pe Park
Yellowstone Recreation Waterway
Lewis and Clark Trail
From Clarks’s journal of Saturday 19th July 1806
“Passed Rosebud River on SE side (so called by Indians, Itch-
kep-pe_ ar – ja (river) saw many rosebuds,
a beautiful stream.)”
Stillwater (Rosebud) mouth was opposite this point in 1806.
City of Columbus

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: #64 **Name:** Sacajawea Island **Date:** 2/23/99

Features: A. Sign

Recommendation: no evaluation or recommendations

Sign Text/Site Detail:

SACAJAWEA ISLAND

On July 3, 1984, the island was named in honor of Sacajawea, the Shoshone Indian who accompanied the Lewis and Clark Expedition from the Mandan villages to the Pacific Ocean. Sacajawea was born about 1788 in northeastern Montana. At 12 years old, she was taken from her home by the Minnetaree Indians and taken to their Mandan villages near Bismark, North Dakota. It was from these Mandan villages that she and her French husband, Toussaint Charbonneau, joined the expedition in 1805. She was 16 years old with an infant son, Pomp, when she began her trek that would lead her into history.

Ownership: City of Great Falls

Access to Site: Driving north along the Missouri River in Great Falls, through a park area on either side of the road, there is a sign between the road and the riverbank.

General Description: Small sign along the banks of the Missouri River in a city park. The site makes little mention of Lewis and Clark. It is mainly a dedication to Sacajawea. The sign is a low, fiberglass plaque with an aluminum frame.



As a member of the expedition, she proved invaluable to Lewis and Clark and their company. She interpreted, secured horses, procured native plants and identified certain landmarks. Her presence, with infant son, helped enhance a feeling of peacefulness to the expedition and testimony to her contributions are found throughout the journal of Lewis and Clark. (In the summer of 1805 the Lewis and Clark Expedition spent about a month in this vicinity.)

This memorial is dedicated to Sacajawea from the Indian people of Great Falls.

APPENDIX II

EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: #65 **Name:** Upper Missouri National Wild and Scenic River **Date:** 2/24/99



Ownership: BLM **UTM:** 80 meters north and 10 meters east of site 107

Access to Site: Follow Front Street through the town of Fort Benton heading North. After the bronze statue, the sign is located to the east at a boat launch into the Missouri River.

General Description: Sign is located at a boat launch. Sign shows a map of the river, information on Lewis and Clark, and where to get more information about rafting. Also, the sign has a safety message. The interpretive sign is a full color picture of the Expedition 101" x 53" and 94" high on 4 x 4 posts, wooden and bolted together. The sign is computer plotted, full color on paper with Plexiglas over the panel. The fiberglass is embedded. The sign frame has a BLM user box attached to the lower left corner.

Features: A. Sign

Evaluation: This is primarily a user sign. The setting is not very attractive, but that is obviously due to functional considerations. This is a boat launch with information relevant to boating users of the river.

Recommendation:

Sign Text/Site Detail:

Feature A:

Welcome to the Upper Missouri. This National Wild and Scenic River still displays the unique beauty and sharp contrasts that first awed the Lewis and Clark Expedition in

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

1805. Today, the Bureau of Land Management is the guardian of this national treasure.

Lewis and Clark returned to St. Louis in 1806, but 25 years passed before the American Fur Company gained a permanent foothold along the upper Missouri. After that, the river became one of the most significant routes of western expansion in the nation. For nearly 30 years, all up-river travelers endured conditions similar to those encountered by the Lewis and Clark Expedition. In 1860, the first steamboats arrived. For the next 30 years they brought pioneers and frontier-life necessities, and returned with buffalo robes and gold. Wildlife and spectacular scenery fill this historic valley. The river's 149 mile Wild and Scenic section is considered an easy float. But remember, this is wild country with many inherent hazards. The Missouri commands your respect.

River maps can be purchased from the BLM.

Additional information in registration box.

This land is your land-use and enjoy it, but help protect it for present and future generations.

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: #67 **Name:** Bannak **Date:** 3/30/99



Ownership: MDT

Access to Site: 8 miles south of Dillon off I 15 at Barrett's parking area, MP 55

General Description: Rattlesnake Cliffs are in the background of this photo. There are cliffs rising to the northwest of the road. The sign is a painted 9' tall and 8' wide sign with routed text with a carving above sign of gold panning. There appears to be some vandalism on the top of the

sign. Type A connections were used on the frame of squared timbers, pointed on top, sitting in a landscaped pullout rest area with mature Russian Olive trees and various deciduous and evergreen trees. There are rocky hills rising to the west with short evergreen shrubs dotting the hillside. The text interprets the town of Bannack and notes that Lewis & Clark passed here Aug 1805. The site has old picnic tables and shelters that are built of squared timbers and painted brown and green, similar restrooms, and a bench outside the restroom.

Features:

- A. Sign
- B. Garbage Cans
- C. Picnic shelters
- D. Restrooms
- E. Rattlesnake Cliffs

Evaluation: Standard pullout type-site with old galvanized garbage cans. The cans detract from the MDT sign. The sign orientation is good.

Recommendations: Move the site back to the side of the road. There should be nice interpretation here with lots of rock and sculptural work. Rattlesnake Cliffs is important because we don't have that many sites that are right on I 15, which is very picturesque at this point (Dillon to Clark Canyon Res.)

Sign Text or Site Detail:**BANNACK**

The Lewis and Clark Expedition, westward bound, passed here in August, 1805.

The old mining camp of Bannack is on Grasshopper Creek about twenty miles west of here. The first paying placer discovery in Montana was made in that vicinity by John White, July 28, 1862, and Bannack became the first capital of Montana Territory. They should have built it on wheels. The following spring six prospectors discovered Alder Gulch and practically the entire population of Bannack stampeded to the new diggings where the new camp of Virginia City eventually became the capital until it was changed to Helena.

Henry Plummer, sheriff and secret chief of the road agents, was hanged at Bannack in 1864 by Vigilantes. It tamed him down considerably.

APPENDIX II

EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: #68

Name: Ross' Hole

Date: 3/31/99



Ownership: MDT

Access to Site: US 93, MP 13, south of Darley at Sula.

General Description: Classic style MDT but it has short 5'6" posts with a 4" crosspiece, set 8' apart, and uses type C connectors. Vandalism is evident on the sign. The sign on the top is attached with unique connectors and measures 10" X 18" x 10". The base consists of river cobbles cemented together with painted green text in Bradshaw p. 62.

Features:

- A. Sign
- B. Clumps of red willow
- C. Creek
- D. BP sign 6' to west
- E. Complex of station store etc (town of Sula)
- F. Rock face to the south

Evaluation: Sign gets dwarfed by the BP Gas Station sign. It also gets confused with the many other use and access signs located nearby. The sign itself looks quite weathered and mossy.

Recommendations: Unfortunate location for the sign. Consider moving the sign to another location. Make the base larger and revert to the original or more common MDT style sign. The green tends to be camouflaged. There is a beautiful view of the valley before you get into town (on curve to the south of town). There is an entrance to a pasture just after MP 12 +.3 mile.

Sign Text or Site Detail:**ROSS' HOLE**

Alexander Ross, of the Hudson Bay Company, with 55 Indian and white trappers, 89 women and children and 392 horses, camped near here on March 12, 1824, enroute from Spokane House to the Snake River country. Nearly a month was spent here in a desperate attempt to break through the deep snow across the pass to the Big Hole, and from their hardships and tribulations, Ross called this basin "The Valley of Troubles."

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: #69

Name: Trappers Peak

Date: 3/31/99

Recommendation: Remove some of the posts from the front and replace them with rocks for a traffic barrier. Could plant something for a landscape.



Access to Site: US 93

General Description:

Features:

Evaluation: The site has some nice looking signs, but the site could use a little weed removal.

Sign Text/Site Detail:

Trapper Peak has witnessed human activity in the Bitterroot Valley for at least 8000 years. Earliest valley occupants were prehistoric hunters and gatherers. The Bitterroot Salish Native Americans thrived in the valley until 1891, when they were moved to the Flathead Indian Reservation. In 1805, members of the Lewis and Clark Expedition passed here; followed by traders, trappers, and missionaries. In an attempt to flee from the U.S. Army in 1877, the non-treaty Nez Perce Native Americans passed peacefully through the valley on their way east. Mining, agriculture, and logging brought settlers-and in 1876 the mountain was named by Granville Lee Shook, a surveyor for the Anaconda Mining Company, for its trapping success. Trapper Peak's timeless and sturdy form represents history; from the historic travelers of the past to the modern-day traveler of tomorrow.

APPENDIX II EXISTING SITES: CONDITIONS AND RECOMMENDATIONS

Site: #70 **Name:** “Verry Bad Passing”

Date: 4/1/99

Features:



Evaluation: The paint on the sign is badly weathered and peeling. There is no warning of the sign on the highway. The view behind the sign is of clearcuts. The sign has a clumsy illustration.

Recommendations: Do not see the need for this sign. Consider removing it.

Sign Text or Site Detail:

“VERRY BAD PASSING”

Ownership: USFS

Access to Site: 24.4 miles west of Lolo

General Description: The sign is a scalloped brown plywood sign on square treated posts located in a gravel pullout on the south side of the highway.

Lewis & Clark kept to the more open North side of Lolo Creek as they proceeded westward. After covering 23 miles, they camped here the night of September 12, 1805. Clark Wrote,...”The road through this hilley countrey is verry bad passing over hills & thro’ Steep hollows, over falling timber... Crossed a Mountain 8 miles with out water & encamped on a hill Side on the Creek after Decending a long Steep mountain, Some of our Party did not get up untill 10 oClock PM,...Party and horses much fatigued.”